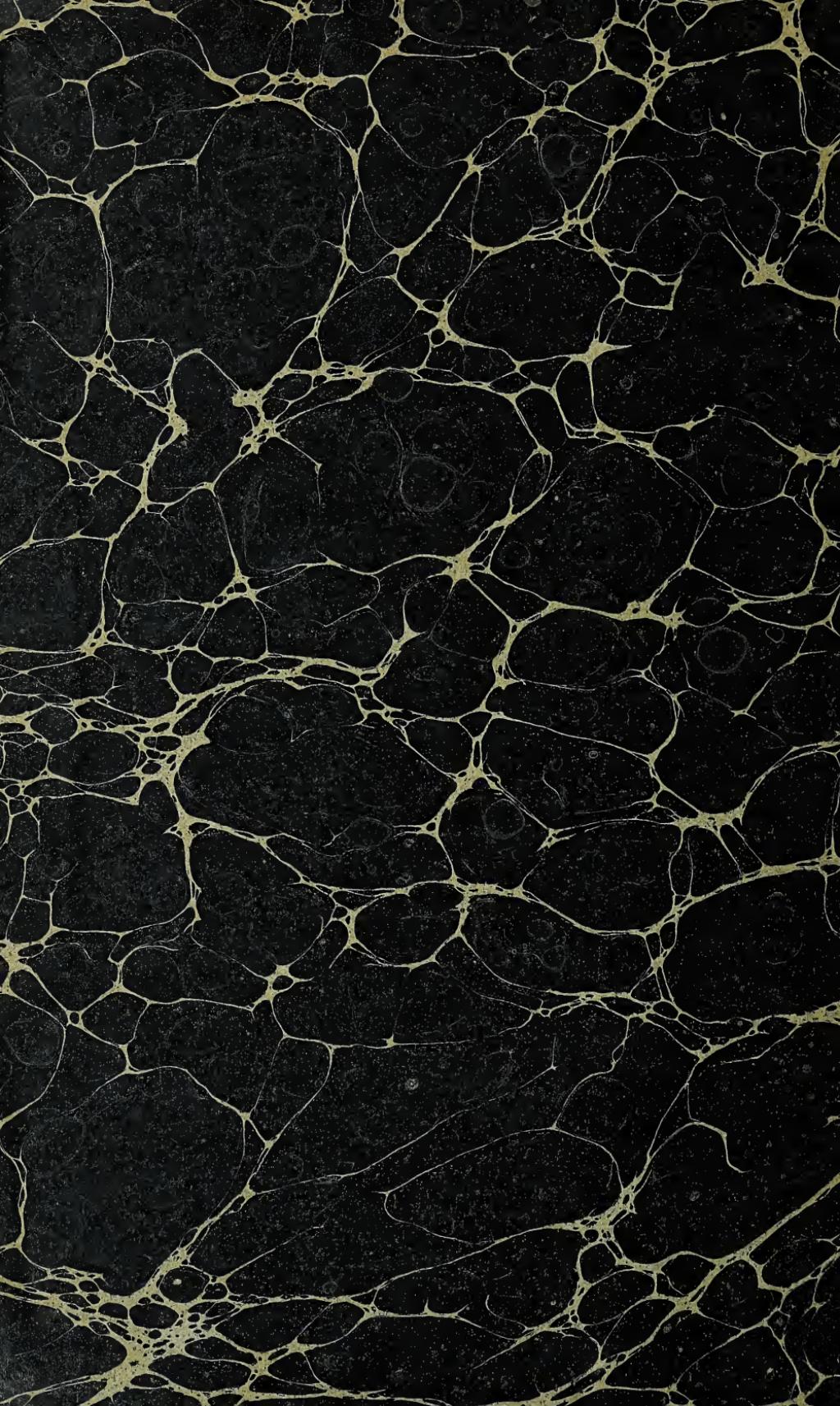
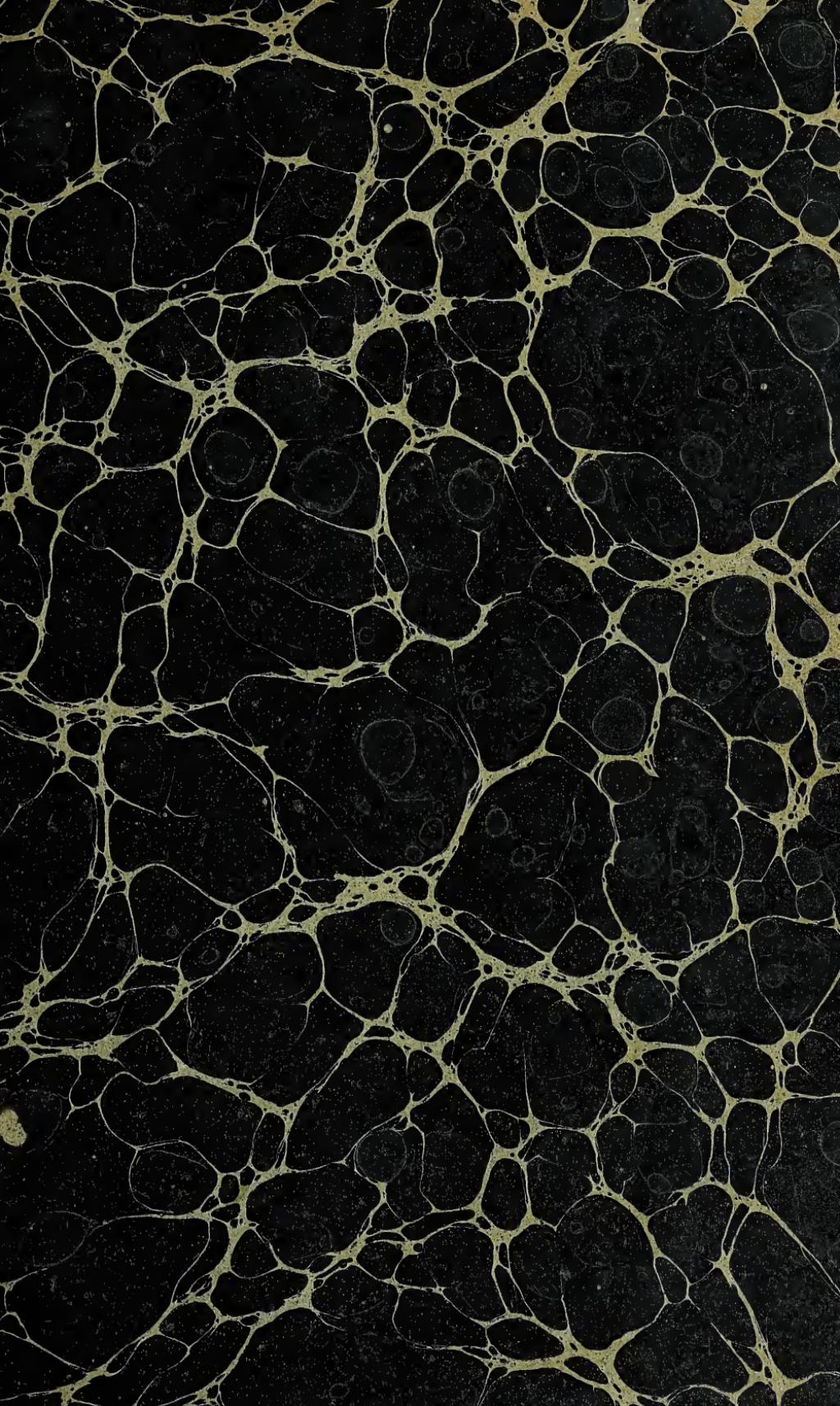


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Motor Vehicle Truck Route Service

LETTER FROM
THE POSTMASTER GENERAL

TO

THE CHAIRMAN OF THE COMMITTEE ON
POST OFFICES AND POST ROADS

TRANSMITTING A REPORT OF POST OFFICE INSPECTORS
RELATIVE TO AN INVESTIGATION OF THE MOTOR
VEHICLE TRUCK SERVICE TOGETHER WITH
THE FACTS DEVELOPED THEREBY

SECOND PRINT



Printed for the use of the Committee on Post Offices and Post Roads

WASHINGTON
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1919

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LETTER OF TRANSMITTAL.

POST OFFICE DEPARTMENT,
Washington, D. C., January 15, 1919.

Hon. JOHN H. BANKHEAD,
Chairman Committee on Post Offices and Post Roads,
United States Senate.

MY DEAR MR. CHAIRMAN: Last year an appropriation was made for the purpose of conducting an experimental motor-truck service with a view to ascertaining whether a movement of foodstuffs from the farm to table could be brought about that would be beneficial to postal patrons and form a permanent feature of the permanent Postal Service. There was a diversity of opinion among postal experts as to the practical advantage to arise from this experiment, but all were of one mind that it was desirable if the ends sought could be obtained. The Fourth Assistant Postmaster General was a strong believer in what could be accomplished if a comprehensive plan could be worked out and a fair test made by those who were friendly to the plan. Members of Congress became interested and the appropriation secured, and, desiring that the experiment should be made under most favorable conditions, the Fourth Assistant Postmaster General was given authority to inaugurate these experimental routes, with specific instructions that the authorizations granted by the Congress was not to be exceeded. These instructions have been observed. Certain motor-truck routes were inaugurated, and same are now being operated.

Recently, being desirous of ascertaining the result of this experiment, the Postmaster General gave directions to the chief inspector that he make a selection of one of our ablest postal experts, with directions to him to associate with himself a sufficient number of assistants to make a thorough investigation of these motor-truck routes. Mr. Robert H. Barclay, inspector in charge at Cincinnati, Ohio, was selected by the chief inspector to conduct the investigation, and the following instructions were given him:

The Postmaster General is very desirous that a careful and thorough investigation be made of the motor vehicle truck service and the facts developed be fully and clearly set forth in your report. He desires that all of the questions involved be approached by the members of the committee with open minds and without any preconceived opinions whatsoever on the question as to whether the service is practicable and whether its extension would be wise postal policy.

The Bureau of the Fourth Assistant Postmaster General should be consulted freely and given every opportunity to present any and all information it may have on the subject and the data thus furnished given careful thought and consideration by all members of the investigating committee.

Upon completion of the investigation the facts developed should be carefully considered and analyzed by the entire committee and conclusions reached should be based upon such facts without regard to any personal opinion or opinions that may exist among the members of the committee.

The Postmaster General and myself desire that the investigation be absolutely fair and unprejudiced and that your report cover the situation in a manner that will enable the department to determine the practicability of the motor vehicle truck service, the benefits that will be derived therefrom, and whether its extension is justified by the facts developed.

GEO. M. SUTTON, *Chief Inspector.*

Mr. Barclay associated with him in this work the following named inspectors, each of whom is a postal official of tested ability and experience: Charles C. Hart, G. B. Miller, W. J. Opdyke, W. C. Volkerding, George E. Brill, W. E. Willimon, G. M. Brown, A. C. Garrigus, and J. G. Hagy.

They have just completed their labors and have submitted to me a report in writing. I have carefully read same and feel constrained to concur in the findings they have made and the conclusions they have reached. In view of this fact, I respectfully ask that the original estimate made for the continuance of this experiment of \$300,000 be reduced to \$70,000. I feel that it is desirable to continue the experiment on certain selected routes in the hope that a beneficial result may be secured which will enable me in my next report to indicate just what features of this service may be retained as a permanent part of the Postal Service.

If, when you have considered this report, there is any doubt in your mind or the minds of any members of your subcommittee as to the soundness of the conclusions reached by this committee, I would appreciate it if you would call before you Messrs. Barclay and Miller, who have all information on this subject you may desire to have.

Very sincerely,

A. S. BURLESON,
Postmaster General.

MOTOR VEHICLE TRUCK ROUTE SERVICE.

[Case No. 29652-C.]

POST OFFICE DEPARTMENT,
OFFICE OF THE CHIEF INSPECTOR,
Washington, January 14, 1919.

The CHIEF POST OFFICE INSPECTOR:

As directed by you, the inspectors whose names are subscribed to this report met in Washington during the first week of December, 1918, and received at your hands the following order of the Postmaster General:

ORDER No. 2407.

NOVEMBER 27, 1918.

It is hereby ordered that an inspector in charge, who shall be given such assistance as may be necessary, be directed to make a thorough investigation of all motor vehicle truck routes now in operation, this investigation to determine the cost of such service, the total revenue derived therefrom, and the revenue derived in addition to that which would be obtained through the usual and customary mail facilities in the absence of such motor vehicle truck route service.

The investigating officers will consider whether it is a wise policy to extend this character of service and, if so, to what extent.

Service of the character above described is now being operated under current legislation providing:

That to promote the conservation of food products and to facilitate the collection and delivery thereof from producer to consumer, and the delivery of articles necessary in the production of such food products to the producers, the Postmaster General is hereby authorized to conduct experiments in the operation of motor vehicle truck routes in the vicinity of such cities of the United States as he may select, and under such rules and regulations as he may prescribe, and the cost of such experiments, not exceeding \$300,000, may be paid, etc.

In his annual report for the fiscal year ending June 30, 1918, the Postmaster General further defines the character of service referred to, as follows:

These routes are designed primarily to promote the conservation of food products and to facilitate the collecting and forwarding of produce and merchandise, as well as any other matter admissible to the mails as parcel post, thereby affording a means of bringing the producer into immediate touch with the consumer, and eliminating intermediate cost of handling, thereby reducing cost to the ultimate consumer by making more accessible the productive zone in the vicinity of large cities.

It would appear from the foregoing that this kind of service was not designed to enter into open competition for the carriage of mail matter of the first, second, and third classes, or even fourth class, for which provision is already made by the establishment and maintenance of rural, star, messenger, railroad, and steamboat mail routes, but to adapt itself and adhere closely to the demands and requirements of farmers, gardeners, and "truck growers," to give such service as will be attractive to them especially, and thereby encourage them to raise food products in greater quantity, and since the

term "food products" in this connection is understood mainly to mean perishable vegetables, eggs, butter, poultry, fruit, berries, and the like, it is fair to assume that service should be operated in a manner best calculated to carry the producer's goods fresh, quickly, and intact to the consumer by adaptation of schedules to that end, rather than to other service aims.

At the beginning of this inquiry the Fourth Assistant Postmaster General favored us with an interesting personal statement covering the entire field of motor-truck mail-route operations, including history of past experiences and exposition of future possibilities in this comparatively new branch of postal service development, new as defined by the Postmaster General and by Congress, but now in actual practice, as will be shown, as a new mode of transportation contesting the field with competent established lines, carrying miscellaneous mails, and claiming revenues not actually earned.

The statement of the Fourth Assistant is herewith as an appendix to this report.

After receiving from you verbal instructions as repeated in your letter herewith, several days were profitably spent by us in examination of departmental statistics, files, reports, and correspondence relative to the matter in hand, after which we separated for a time to observe actual operation of the several motor-truck mail routes, it being our understanding of the concluding paragraph of the Postmaster General's order above quoted that he desired us to inquire into every phase of the subject, and return a comprehensive report for his consideration in determining the wisdom of extending this character of service.

In entering upon the investigation of individual routes we proceeded under the following special understanding:

The purpose of securing information in this matter is to determine the benefits derived from, and the advisability of retaining, or further extending, this class of service, now experimentally in operation on about 58 routes in furtherance of the advocated plan to increase the production of foodstuffs and promote relations between producer and consumer. Personal investigation should be made sufficient to acquire facts and present them for the consideration of the Postmaster General, in such degree of accuracy as will warrant him in reposing entire personal confidence in statements made. All are familiar with the Postmaster General's instructions in the case. He wants us to approach the subject with open mind. He states in his latest annual report that the proposition is made "to establish routes extending out from the larger consuming centers, through productive territory contiguous to such centers, and removed from direct established lines of transportation. * * * There is an insistent demand for increased food production and a necessity for a more reliable means of intercommunication for the transport of commodities, particularly food of local origin or production." In making investigation those points should be kept in mind as well as the instructions in the case. A full report covering each route will be made and will be incorporated as an exhibit in the main report. Nothing will go into the final report until reviewed and discussed by the committee as a whole.

Our full reports of investigation of each route cover too much paper to be conveniently attached hereto, and will be filed elsewhere, but a brief of each report is herewith submitted as an appendix and with each brief appears a condensed memorandum of written statements made to us by postmasters concerning such particular route. The briefs of our reports contain also information as to route "earnings," costs, connections, schedules, and distances, limited, however, in respect to earnings and costs to business in July, August, and September, as at the time the headings of these briefs were made up

we had not been able to secure such statistics for later months. The supplemental information, to include all business of October and in part of November, will be furnished in exhibits and in this main report.

As result of our investigation in office, field, and by correspondence we submit the following:

ESTABLISHMENT, OPERATION, COSTS, AND REVENUES OF SERVICE.

Prior to July 1, 1918, the department had experienced difficulty in obtaining reasonable proposals for star-route service and experimentally operated eight such routes with Government-owned equipment, which was the inception of motor-vehicle truck-route service now authorized by legislation as stated in the beginning of this report. These routes are carried by Government employees and operated in every particular directly by the department. They engage in the handling of mail of all classes, that of the first class—letter mail—predominating as the best earning factor, and for which business there is apparent intent to adapt running schedules.

In the development of this service routes of varying lengths have been established and then sometimes merged or combined into longer routes to provide mileage and a day's business or drive for a truck. The short routes are designated as "section" routes; combined into longer routes or runs they are called "group" routes. The departmental method of bookkeeping uses the group route, instead of the section route, as the basis for tabulating business and operating expenses, and we are obliged to follow the same procedure, although we will separately show as exhibits the mail carried on section routes to illustrate their respective relative values as component parts of group routes into which they are assembled for purposes above stated. There were in operation November 30, 60 section routes, conducted independently or as component parts of the group routes, 29 in number.

Attached to this report will be found operating-cost sheets in full detail as to the several items of expense in July, August, September, October, and statements of earnings in detail for the months, July, August, September, October, and November, 1918. Exhibits A, B, C, D, D-2, E, E-2 show "statements of earnings" of section routes; Exhibits F, G, H, I, J show "statement of earnings" of group routes; and exhibits K, L, M, N, N-2, show cost of operation of service by "section" or "group" routes, as the case may be. These exhibits considered together illustrate the system of consolidation, as, section routes, Worcester-Hartford, Danbury-Hartford, and Danbury-New York, forming group route Worcester-New York.

Recorded business for all routes, July, August, September, October, 1918.

Postage on mail carried, by classes:

First.....	\$338,059
Second and third.....	7,495
Fourth.....	63,785
 Total.....	 409,339
Operating expenses.....	103,818

The foregoing, however, as to first-class mail matter, is based upon the 3-cent postage rate for letters. The war-tax revenue, \$112,686, must be deducted, leaving the account properly as follows:

Postage on mail carried, by classes:

First.....	\$225,373
Second and third.....	7,495
Fourth.....	63,785
Total.....	296,653
Operating expenses.....	103,818
Difference.....	192,835

The above \$296,653 postage is the so-called "revenue" and the "difference" of \$192,835 is the amount of the so-called "profit" over operating expenses of all routes for July, August, September, October, 1918.

It will be observed that the postage on fourth-class matter, "admissible to the mails as parcel post," the carriage of which is the specified object of establishment of these routes, is but a comparatively small part of the so-called revenues.

The office of the Fourth Assistant contends that the motor-route service has the right to consider as its earned revenue the value of postage stamps on all the mail matter that it carried (less the tax) no matter what the place of mailing or ultimate destination or length of haul, and designates as "profit" the difference between cost of operating the routes and the amount of postage on mail matter which such routes have been instrumental in moving a part of the way from one place to another. Admission is made that the other agencies involved are entitled to credit, and that they may properly lay claim to one-third—that is to say, in recognition of the contributory services of other mail-moving agencies, deduct, in theory, one-third from the computed total earnings of the motor routes—although in departmental records and in tables published for general information, such deductions do not appear.

We can not be convinced that this stated method of computing the revenues and earnings of motor-route service is right in reason or acceptable business practice. Such a view would be the same as saying that, if it be decided to cause a railroad, electric line, or steam-boat to carry mail, all the postage on the mail so carried would at once become revenue or earnings of such transportation agency. Such claim has never before been set up, not even with respect to Rural Delivery Service, which has, without doubt, been the means of adding to the revenues of the Post Office Department. Rural service absorbs post offices and performs their functions, and in that sense may be credited with the revenues previously earned by such post offices, yet rural service is not claimed to be self-supporting.

In the Postmasters' Advocate for September, 1918, appears a lengthy article on "Motor-truck mail and parcel-post service," in which article, after showing for each motor-truck route a monthly "net earning of about \$4,000," appears the statement:

Upon the basis of a monthly net income of \$4,000 per route, 1,000 out of a possible 5,000 cars operating on the principal improved highways east of the Mississippi should earn \$48,000,000 yearly; 10,000 such routes on the basis thus presented would produce \$480,000,000 per annum, or more than the total annual postal revenues at this time.

At the best, motor-truck mail service, following in the smoke and dust of railroad trains and sharing the road with rural-delivery vehicles, can only aspire to recognition as another—and very expensive—instrument of public utility awaiting the test of time and need.

We are not in this report accepting this motor-truck service as a necessary adjunct of the postal establishment, nor wholly opposing it as an experimental innovation not worthy of a trial; we are seeking to correct the deceptive appearance of enormous earnings, revenues, and profits, that the subject may be approached carefully and considered in its true light. This matter of "revenue" will be further discussed in the several sections of this report.

It is regretted that we are unable to secure information permitting us to include current costs. We discover that, with the approach of the season of rains, storms, and bad roads, operating expenses are mounting up, more breakdowns are occurring, and expenses of repairs, replacements, and bringing in "dead" machines are increasing. It is hardly necessary to say that average costs are not represented in statements and estimates so far made, for it should be distinctly noted that such statements cover only the period of good roads and cheapest possible operations, and incidentally the season of highest productivity of farms and the greatest revenue from transportation.

According to statistics prepared in the Office of the Fourth Assistant, the total cost of all routes in operation per mile and the total revenue per mile for the months of July, August, September, and October, 1918, were as follows:

Month.	Total cost per mile.	Total revenue per mile.
July.....	\$0.205	.78
August.....	.181	.78
September.....	.208	.86
October.....	.224	.81

Cost sheets for November, 1918, have not yet been completed by the Office of the Fourth Assistant, but according to reports the average earnings of routes, per mile, during that month were 75 cents.

The above table shows a slight decrease in the cost of operation of the routes in August as compared with July, 1918, and it also serves to show that since August, 1918, the mile costs of the routes have steadily increased and that mile earnings are now decreasing.

It is said by advocates of motor-truck mail service that establishment of routes has already increased production of food articles, but inquiry at first hand does not bear out the claim. That production appears to have increased is thankfully acknowledged, but the credit is due the campaign conducted by the Government through every available vehicle of expression during prevalence of war conditions and demand for food in greater quantity.

It has been predicted that continued maintenance of motor-truck mail routes would result in greater and increasing percentage of "revenue" from fourth-class matter, as compared with other

classes of mail carried, but this has not occurred to any appreciable extent. For the period from July 1 to September 30 the postage on fourth-class matter carried was 15.13 per cent of the stated total earnings, and for the period including October and November the percentage was 17.63, a gain of only 2.5 per cent (see Exhibit AA), throwing upon other matter—letters, newspapers, and magazines—the burden of providing over 82 per cent of the postage, and that is only imaginary or theoretical “revenue,” as no “new business” in that line has been created. There is a showing of increasing total revenues from transportation of each class of mail matter, but that is arithmetical progression through establishment and operation of added routes.

Examination of trip reports of motor-truck drivers disclose evidence of carelessness and indifference in keeping account of business. There is reason to believe that ounces have been entered as pounds in reporting of weight of mail carried, and that weights have been loosely estimated. This might be said to be of no importance, but when it is recalled that the postage on first-class matter is estimated from weight and recorded as “earnings” a different complexion is put upon the matter. It is also evident that third-class mail—circulars—in 1-cent envelopes, tied out in the form of letter packages and pouched with first-class mail, is being counted as letter mail, at \$1.50 per pound postage, and that the aggregate of “revenue” has been greatly increased by this process.

The Portland, Me.—Amesbury, Mass., motor route took over from electric service the supply of mail to Moody and Ogunquit. An agent of the Fourth Assistant's Office estimated the weight of this mail, and the postage earnings were computed accordingly. The original estimate of 20 pounds first-class, 100 pounds second-class, and 300 pounds of fourth-class matter was never changed, and postage revenue in the amount of about \$1,014 was claimed for both October and November. On December 10, 1918, motor-truck driver was accompanied by inspectors, and the mail carried for the offices above mentioned was found to amount to 6 pounds of letter mail, $10\frac{1}{2}$ pounds of third and fourth class matter. The carrier stated that it would be recorded in usual custom—20 pounds first-class, 100 pounds second-class, and 300 pounds fourth-class. On the day of the investigation the postage on this mail was \$9.11, instead of \$39 claimed. The driver stated that this was about the usual daily mail.

Record of first-class mail carried outward from Baltimore on the truck operating between Baltimore and Gettysburg furnishes further evidence of the same character; it shows no first-class mail handled from Baltimore on trips of November 16, 19, 21, 22, 23, 26, 27, and 30; on five days of the month, when entries appear to have been made by the dispatching clerk at Baltimore, recorded weights vary from 14 pounds to 29 pounds. On other days, when record appears to have been made by the driver, it shows 45 pounds first-class matter on the 7th and 15th, 50 pounds on the 13th and 28th, 80 pounds on the 8th, 85 pounds on the 6th, 9th, 11th, 14th, 18th, 20th, 25th, and 29th, respectively.

On dates of inspection, December 13, record made by dispatcher was 20 pounds, which corresponds very well with the amount carried.

An actual count of the postage on first-class matter dispatched, with weights of same, by this route from Baltimore was made on the 9th, 10th, and 11th instant, with the following result:

	Actual weight.	Recorded by driver.
	Lbs. ozs.	Pounds.
Jan. 9.....	10 4	90
Jan. 10.....	15 11	85
Jan. 11.....	9 14	90
Total.....	35 13	265

Postage revenue in the sum of \$397.50 is claimed for 265 pounds of first-class mail, whereas the postage on such mail dispatched was, by test count, \$34.86, being \$10.89, \$12.64 and \$11.33, respectively, for the three days.

The Fourth Assistant, before the congressional committee on December 5, 1918, invited attention to the gross earnings of the motor-truck service for the months of July, August, and September, 1918. See p. 6 of this report.

It may be stated that, for the three months mentioned, the reported "total earnings" of the motor-vehicle service between Portland, Me., and New York, N. Y., amounted to \$71,785.44. Deducting one-third for war tax on first-class matter, there remains the sum of \$52,322.69, or 24.7 per cent of the entire earnings claimed for all routes then in operation.

Consideration must be given to the probable "new business" created and contributing to the earnings claimed, which, without the motor route, would have been given to express or other means of transportation than by mail, and consideration should also be given to the possible benefit or improved service provided by the motor truck over that superseded.

From Portland, Me., the first postmaster to report new business is at Ogunquit, Me., and while he is unable to state definitely the amount of new business, it is safe to state that it did not average \$1 per day, as for the period from December 9 to 14, 1918, the postage affixed to parcels mailed at that office amounted to only \$5.09 for six days. On this basis of computation for the period July 1 to September 30, new business at that office could have amounted to not more than \$66.17. The postmaster at Leominster, Mass., reports that there has been no noticeable increase in the parcel-post business since motor service was established. Haverhill, Mass., which has been dispatching parcel-post matter in quantity, although in the main consisting of parcels containing shoes and dispatched as registered mail for points in Mexico and South America, reports that there is no means of knowing the amount of the increased business, but advises that it is very small. Springfield has little if any new business to report. The postmaster at Milldale, Conn., is unable to estimate the new business, but the mailings there are not large. Postmaster at Sandy Hook, Conn., reports that the new business creditable to the motor route has not averaged more than 75 cents per week. At Danbury, Conn., a hat manufacturer has diverted considerable parcel-post matter from express to motor truck, esti-

mated by the manager to be \$30 per week, which would amount to \$390 for the three months mentioned.

On the basis of figures and statements furnished by postmasters there appears to be no reason for giving this motor-truck-route service credit for new business of more than \$465.92 for the three months under consideration, as it is conceded that other mail facilities were entirely adequate. It is only fair that the motor service should have credit for furnishing expedition in certain instances, but the advance is shown to have been of only slight benefit, usually between intermediate offices. This particular illustration is here inserted for the reason that, as stated, it represents a situation covering nearly one-fourth the total revenues on all routes in operation at that time.

CREATED REVENUES—NEW BUSINESS.

We show by statements and exhibits the "revenues" or "earnings" claimed for motor routes. It is not possible to segregate the "new business" acquired—what may be termed legitimate earnings—and reduce to figures "the revenue derived in addition to that which would be obtained through the usual and customary mail facilities in the absence of motor-vehicle truck-route service." We show that this revenue or new business comes mainly from persons who for various reasons have elected to withdraw their patronage from the express companies and use the mails instead. The motor-truck service is, however, not entitled to all the credit, but must share with the other mail service facilities.

We do not find, by personal investigation of routes or in responses from several hundred postmasters whom we circularized, any evidence to speak of tending to show that the motor routes have created new postal business and revenues, except in mushrooms, eggs, cut flowers, fragile articles, specialties, and what may be called "fancy" products at a few places.

This is not necessarily conclusive proof that a motor route operated in the right locality and conducted strictly in the interest of producers will not in time increase the output of food materials. Individual instances of large shipments of goods on special occasions or large quantities of farm products at Thanksgiving or Christmas time, etc., can not be taken as indications of general increase in production or average business for a motor truck route.

There have come to our notice some laudatory comments on motor truck mail service and mention of situations where it is appreciated as a real and substantial benefit, particularly to producers of special articles as above mentioned, but these beneficiaries are paying only a small part of the cost of the service as a whole.

The very large production of mushrooms at West Chester and Kennett Square, Pennsylvania, and shipment of the same to New York City by motor truck, representing new postal business, has been much cited as probably the best example of created revenue. Service between West Chester and New York by ordinary truck is in operation, but to advance the mushroom business a large 5-ton truck is operated as an auxiliary between those points, duplicating travel of the other truck for the entire distance, running both ways at night, doing practically no local business, returning empty from New York

to West Chester, and carrying an assistant driver both ways between Doylestown and New York.

An investigation of this "mushroom special" line on December 13, note was made of the business done on 14 trips from November 24 to December 12, during which time 58,297 pounds of fourth-class mail was carried bearing postage amounting to \$732.92, or what would amount to \$52.35 per day or \$1,361.10 a month—26 trips. The cost of operation of this heavy truck is about 0.2726 cents a traveled mile, \$75.18 per round trip, \$1,052.52 for the above stated 14 days, \$1,954.68 for a month of 26 trips. Deductions are obvious, and it is not apparent wherein the Postal Service or the ultimate consumer of mushrooms reaps any benefit, except that the latter may appreciate improvement in quality and possibly quantity.

The value of postage stamps on transit or transferable mail carried by motor routes is, in our opinion, no more "revenue" for them than is postage on mail carried, for instance, from Washington to Baltimore, revenue to be credited to the railroad performing that service. It is permissible practice to consider the volume of mail carried to an isolated community by a star route to determine whether such service should be maintained, and in what frequency. From this point of view the motor truck route should stand exactly upon the same plane. This, of course, relates only to the business aspect of the case and not to special features inhering in the motor truck as particular type of service.

Only postage on "new business" created by establishment of motor truck service and postage on mail matter from post offices supplied exclusively by such routes should be considered even as theoretical revenue to compare with costs and to arrive at the value of the service, and then it must be kept strictly in mind that any office within reach of a railroad or electric line can be supplied by usual and customary methods much more cheaply than by motor truck route service at the extremely high cost developed, namely, at least \$11,268 per annum for 313 round trips over a route 100 miles in length.

As "new business" created by motor truck establishment may be claimed the postal revenue arising from increased production of food-stuffs, if arising solely and directly from superior transportation facilities offered. As "new business" may also be claimed the postage on perishable and fragile matter now sent by choice over motor routes instead of by express, to insure careful handling, which matter amounts to considerable in such instances as the mushroom trade already mentioned.

The motor-truck service may also claim with the postal service in general its share of "new business" arising from withdrawal by dissatisfied patrons of custom from unsatisfactory express service. This, however, is presumably transitory, as express service is greatly improving under Government supervision of railroads.

Correspondence has been submitted from persons wishing to label their parcels so as to insure handling by motor truck instead of by such mail dispatch as may be usual and expeditious. The Fourth Assistant, in transmitting a complaint under this head, states:

I protest that when a patron designates the character of service that he desires it is the duty of the postal establishment to provide him with the character of service he stipulates.

It may be possible that the motor-truck service could draw some business away from express companies if special treatment as above indicated could be stipulated, but such action is not warranted under any postal regulation and the department would certainly enter upon a sea of trouble if permitting every patron to dictate a special and particular handling of his mail.

DIVERSION OF MAIIS.

Mail diverted from other paid lines of transportation is a large factor in the carrying business of motor-truck routes. Such diversions, in conjunction with curtailment of railroad and electric service, have been of little or no improvement or benefit to the "service," as we use that term to embrace our duties and obligations to the public, admitting that something may be saved of damage to perishable and fragile articles by more careful treatment afforded in motor-truck carriage and handling.

It is true that in places where electric car or railroad service has been withdrawn to be superseded by the motor truck, the truck furnishes a remaining avenue of dispatch at certain times in the day superior to that offered by the curtailed rail service, and it is therefore said that the motor truck advances the mail, but if the cheaper rail or electric service were restored, or added to, all reasonable requirements would be met.

A forced value is also given motor-route service by scheduling it to run between important points slightly in advance of trains or electric cars on which mails are carried, as from Portland to West Scarboro, Me., where the motor truck runs three hours in advance of the first rail dispatch, but where an additional early dispatch by electric car would take the place of delivery made by the motor truck; or in the situation at Cincinnati, Ohio, where the principal amount of mail carried by motor-truck route Cincinnati-Cynthiana, showing large "revenues," is the mail taken across the river to Covington, Ky., practically the same as city limits of Cincinnati, about 20 minutes in advance of the first scheduled electric-car mail trip. In such cases it is not difficult to see that rigid economy in one branch of the service furnishes opportunity and apparent excuse for expenditure for a substitute in another branch. If a portion of the motor-route appropriation expended for parallel service were applied to betterment of Railway Mail Service, etc., nothing more would be needed to give public satisfaction.

Motor-truck routes are mainly being established on information secured by correspondence, and installed under personal supervision of an agent of the Fourth Assistant, who, having effected the installation, instructs postmasters to divert mail of all classes from other channels to the motor-truck route, if advancement can be made in either delivery or dispatch. Such mail is frequently so taken from a city having good train connections to another city for transfer there to the Railway Mail Service; from city to city proper; transfer mail from the Railway Mail Service for a city other than the place of transfer, etc., in many of which cases material delays result. The haul is sometimes short, as the advantageous start of the motor truck or its advantage of less traveled distance between points is soon overcome by the faster running time of trains. This is illustrated in the

below-cited case of South American and far Western mail from Haverhill, Mass.

The impression given by these operations often is that the actuating motive is to give revenue, as it is called, to the motor-truck route. As an instance, note Exhibit 65-d, correspondence with the postmaster of Birmingham, Ala. He was asked to say why mail is being diverted from the railroad to the Birmingham-Gadsden and Birmingham-Clanton motor-truck routes, some of which mail is being delayed in delivery by the process. He answered:

Postmasters are ordered to dispatch by driver mail of all classes, including registered matter, that can thereby be advanced either in delivery or dispatch * * *. Furthermore, I have carried out the direction of the agent of the Fourth Assistant, just as he directed.

The office of the Fourth Assistant supplies a book entitled, "Motor Truck Mail Service; Instructions and Rules for Postmasters and Drivers." Rule 7 directs:

While the route is intended particularly as a parcel-post service, postmasters will dispatch by the driver mail of all classes, including registered matter, that can thereby be advanced either in delivery or dispatch.

The construction placed upon the word "dispatch" by postmasters is perhaps too literal, although there must be purpose in using both the words "delivery" and "dispatch."

With respect to diverting mail matter from regular established channels to the motor-truck routes, which diversions as a whole accomplish no important object in mail service improvement, often cause delays, and in many instances prove to be only intermediate "short hauls" of mail in transit between widely separated parts of the country, the postage on such matter being counted as revenue for the motor routes, the postmasters involved have been interrogated as to reasons for such diversions. The answer has almost invariably been that they were acting under instructions of the departmental agents who installed the motor routes, or instructions contained in the pamphlet issued by the office of the Fourth Assistant, elsewhere mentioned in this report. On this subject, further, the Fourth Assistant advises us in a written communication:

Permit me to invite your attention to paragraph 2, of section 303 and paragraph 2 of section 554, Postal Laws and Regulations, which have been scrupulously observed in this office since the establishment of the motor vehicle truck service. I believe that we were correct in our assumption that when the bureau of the Second Assistant Postmaster General was notified as required by the Postal Laws and Regulations that the necessary steps to comply therewith would be taken. Furthermore, I invite your attention to section 1310 of the Postal Laws and Regulations. This will also indirectly confirm the disposition of mailable matter by motor truck, especially when the original motor vehicle truck service was operated after due advertisement for bids under the acts governing the inland transportation of the mails by star routes and which bids when opened were found to be excessive and unreasonable. I regret that the questionnaire has in some instances adversely influenced the quantity of mail transported by motor truck and which should properly have been forwarded via this means of transportation.

Paragraph 1 of section 303 provides that, when it is deemed necessary, the Postmaster General will appoint a superintendent of mails at any post office of the first class, etc. Paragraph 2 of the same section follows:

The superintendent of mails is subject to the direction of the postmaster at the office where he is employed, and is charged with the supervision of the distribution and dispatch of all mails from the post office; the preparation and correction from

time to time of all necessary schemes or lists for distributions, subject to the approval of the division superintendent, Railway Mail Service; the conduct of the case examinations prescribed in section 309; the keeping of a record of all errors and irregularities checked by or against each clerk under his charge; and the examination of all slips returned to the post office in which errors are noted, comparing the same with the schemes and orders, making a record thereof, and returning them to the respective clerks by whom the distribution was made, or, in case checks were erroneously made, to the division superintendent of Railway Mail Service, in order that proper credit may be given.

Title V, Postal Laws and Regulations, is headed: "Distribution and dispatch of mails at mailing offices." Section 554, immediately following, says:

1. Postmasters shall be governed in the distribution and dispatch of mails at offices where a superintendent of mails is not employed (see sec. 303) by the orders received from the General Superintendent Railway Mail Service or from the division superintendent in whose division the post office may be located.

2. In the absence of other instructions, postmasters whose offices are situated upon a railroad shall send all mail direct to the cars, unless it be addressed to post offices directly connected with their own by star or steamboat routes. Postmasters at other post offices shall mail to the nearest post office upon a railroad all matter which can not be sent direct to its destination by star or steamboat route.

Section 1310, which is a statute, and which is the same as R. S. 4006, and which is margined "Transportation of domestic mails through foreign countries," follows:

The Postmaster General, after advertising for proposals, may enter into contracts or make suitable arrangements for transporting the mail through any foreign country, between any two points in the United States, and such transportation shall be the speediest, safest, and most economical route; and all contracts therefor may be revoked whenever any new road or canal shall be opened affording a speedier, more economical, and equally safe transportation between the same points; but in case of the revocation of any such contract, a fair indemnity shall be awarded to the contractor.

It is good mail service logic that all instructions for the dispatch and diversion of mail matter should emanate from the bureau charged with that duty and having all information as to train schedule changes, etc., constantly at hand. Conditions justifying a diversion of mail might quickly be changed by modification of train service, of which it is not to be supposed the Office of the Fourth Assistant keeps itself currently informed. Furthermore, there is grave danger of diversions being made on apparently justifiable, but really not supportable, grounds. For example, a mail motor truck leaves Bedford, Ind., at 1 p. m., reaching Louisville, Ky., 7.30 p. m. A railway post office leaves Bedford at 4.30 p. m., reaching Louisville at 7.35 p. m. The postmaster at Bedford was instructed to dispatch all his mail for southern States and Louisville connections to the truck route, diverting it from the railroad. This mail was delayed for the reason that the train makes immediate connections at the Louisville railroad station which the truck can not make through the post office. Such matters are properly within the jurisdiction of the Railway Mail Service and can not be taken over by a less well informed bureau without risk of delaying mail at some point in transit.

Temporary suspension of service on motor routes for one or several days, because of breakages and for other reasons, are by no means infrequent, and will without doubt increase with bad weather. Where the motor-truck route has been made the sole supply for an office, or a number of offices, or has undertaken the handling of connecting mails, irregularity of service is very vexatious. No provision is made for temporary or auxiliary service; in fact, in several in-

stances coming to our attention, for example, at Columbus, Ohio, Louisville, Ky., Warsaw and Springfield, Mo., etc., the postmasters have definite instructions to employ no such service pending completion of repairs or arrival of another auto truck. At Columbus, Ohio, on December 13, three days' accumulation of mail for Jacksontown, Ohio, was found. (See also Exhibits 63-A, 63-B, 63-C.)

Needless to say, suspensions and delays are more likely to occur on motor routes than on railroads. Star-route carriers are strictly required to keep up service. The motor-truck service suspends until repairs are made or trucks replaced. This is not an unsurmountable difficulty, and can no doubt be worked out in time, but under present conditions it is an annoyance, both to the public and to those concerned in the distribution and dispatch of mails. The department has one unit of specialized service—a car and a driver—undertaking delivery, in a large area, of important mail of all classes. At any moment, and at any place, unforeseen and unprepared for, this unit may fail to function. Where the public is cognizant of the regular mail facilities available between two points, and relies upon those facilities to conduct its business, it seems to be taking an unwarrantable risk to divert mail from the regular channels of conveyance to an experimental one.

The idea of designating as "revenue" the postage on all mail transported by motor truck is wrong, since that mail is for the most part diverted from other established and paid lines of mail transportation. On mail matter taken on a motor-truck route at one post office, and delivered for a rail connection at another, for further transportation, the motor route claims the postage as revenue, although perhaps hauling the mail but a short distance paralleling an established railroad route and but an infinitesimal part of the total distance the mail must be transported. We find, for example, a firm at Haverhill, Mass., sending articles by international registered mail to South American countries; another firm mailing shoes to customers in the far Western States. By direction, the postmaster of Haverhill, although having ample rail mail facilities, dispatches the above-described articles by motor truck to Worcester, Mass., where they are transferred to the Railway Mail Service. Postage on these articles, including registration fee stamps, is claimed as revenue for the motor-truck route, and largely by such methods of expropriation, we must say, are the revenues of these routes assembled upon paper.

The postmaster at Bloomington, Ind., is dispatching all classes of mail from his office to the Indianapolis-Bedford, Ind., truck route. The truck leaves Bloomington at 3.33 p. m., and arrives at Indianapolis at 8 p. m., if on time. A train, the Indianapolis and Effingham railway post office, leaves Bloomington at 6.45 p. m. and reaches Indianapolis at 8.45 p. m., making all train connections made by the truck, and the mail is distributed by railway postal clerks before it arrives at Indianapolis, whereas, if carried by truck, it must be distributed in the Indianapolis post office, entailing clerical work there.

On the same route mail for Indianapolis and connections is dispatched by the truck which leaves Martinsville at 5.22 p. m. and reaches Indianapolis at 8 p. m., instead of by the train leaving Martinsville at 5.20 p. m., carrying a railway post office car, and

reaching Indianapolis at 6.20 p. m. The train makes connection with the Pittsburgh and St. Louis railway post office, train 11, carrying all western mail. The truck misses this mail, and carries in all mail unworked and masses it on the Indianapolis post office at the busiest time of the day.

Both postmasters are so dispatching mail by instructions, because the truck leaves ahead of the train at Bloomington, and practically at train time at Martinsville, without apparent calculation of the hour the mail reaches destination. Sixty per cent of the mail so sent is for transit points out of Indianapolis.

About 16 per cent first class, 50 per cent second and third class, and 30 per cent fourth class of all mail sent from Indianapolis by motor route toward Kokomo, Ind., is diverted from dispatch to the Chicago, Monon and Cincinnati railway post office, to the motor truck, such mail being addressed to Nora, Carmel, and Westfield. The truck reaches each of the stations a little ahead of the train. The latter leaves Indianapolis nearly three hours later than the truck and receives mail from several connections at Indianapolis. Rural carriers at way offices are held for the train, so there is no material gain by diverting this mail to the truck.

One-third of all mail carried by motor route, Indianapolis-Bedford, from Indianapolis, is discharged within 25 miles, or one-third of the distance to Bedford. The bulk of this mail was formerly carried by closed pouch on the T. H. I. & E. Electric Railway to Martinsville, at a cost of \$134.37 per annum, and service was good.

For the month of October, 1918, the postage on parcel post or fourth class mail transported by the motor truck service on the inward or northbound trip from Hartford, Conn., to Worcester, Mass., amounted to \$881.72, of which \$682.42, or 77.3 per cent, was affixed to parcels picked up at Southbridge, Mass. Nearly without exception these parcels contained optical goods, were registered, and addressed to trans-Pacific points. Said parcels were transported by the truck as far as Worcester, 20.8 miles, where they were transferred through that office to the Railway Mail Service for further transportation, without material advancement by motor truck haulage, as they could have been dispatched via the Providence and Southbridge railway post office, twice a day, or by electric service to Worcester for railway post office connection, the same as was done before the truck service started. This first above stated dispatch seems to have been purely a revenue gaining operation.

For the month of October, 1918, the postage on all fourth-class matter transported on the trip of motor truck from Amesbury to Worcester, Mass., amounted to \$964.30, of which \$497.24, or 51.5 per cent, originated at Haverhill, being parcels containing shoes, sent by registered mail and addressed to points in Mexico and South America. These parcels were dispatched at Worcester for further transportation by the Railway Mail Service, having been transported by truck only 80.3 miles, out of a total haul of from 3,000 to 5,000 miles, depending, of course, upon the destination of the different parcels. No transportation time was saved by motor-truck haulage.

Mail of the first, third, and fourth classes is diverted from the Railway Mail Service at Birmingham, Ala., and given to trucks going to both Gadsden and Clanton, Ala., which mail loses from 50 minutes

to 24 hours, according to location of addressee. If patron is on rural route the mail is delayed 24 hours. This is being done on request of agent of department who laid out these routes. Daily papers are not diverted as it is well known that this would cause immediate complaint from addressees.

At Chattanooga, Tenn., mail is diverted from Railway Mail Service to truck going to Spring City, Tenn., and to the one to Rome, Ga. In the case of the route to Spring City, every piece of mail given it is delayed from 2 to 24 hours, depending on the location of the addressee. In the case of the route to Rome, mail for Rossville, Chickamauga, and Gore is advanced from 19 to 31 minutes. All other mail given the truck is delayed from 27 minutes at La Fayette to 1 hour and 28 minutes at Summerville, Ga. Transit mail given this truck by way offices on northbound trip and taken into Chattanooga is delayed 12 hours if for Chattanooga and Meridian railway post office or for Chattanooga, Rome and Atlanta railway post office on account of insufficient time for working at Chattanooga for connection.

On the night of December 17 at Doylestown, Pa., it was noted that there were eight parcels, aggregating a weight of about 480 pounds addressed for delivery at New York, N. Y., and which originated at Lansdale, Pa., a distance of 10 miles from Doylestown (product of Safe Guard Check Writer Co.). Upon inquiry as to why such mail should be in transit at Doylestown, it developed that the parcels referred to had been mailed at Lansdale on the previous day (Dec. 16) and had been transported to Doylestown by the West Chester-Doylestown motor truck for transfer to the West Chester-New York truck ("mushroom special"). Owing to the fact that the through truck had been loaded to capacity the parcels were held over for the trip on the next day. The delay was approximately 24 hours. The postmaster at Doylestown took the stand that the goods were not perishable, but failed to consider the delay. Proper dispatch of this mail would have been as follows: Dispatch from Lansdale via Bethlehem and Philadelphia railway post office (closed pouch) train 316, leaving at 4.15 p. m., due Philadelphia 4.58 p. m., or by Bethlehem and Philadelphia railway post office train 318, leaving at 5.44 p. m., due Philadelphia at 6.43 p. m. Upon arrival at Philadelphia transfer would have been made to New York and Philadelphia (closed pouch) train 254, leaving at 9.50 p. m., due at New York 12.50 a. m.; such train being utilized for transfer of parcel-post mail from Philadelphia to New York.

While the shipment of goods manufactured by the Safe Guard Check Writer Co. is new business, there is no reason why it should be transported by truck, as the number of handlings is not decreased. Handled by truck the postage was considered as revenue.

For the month of November, 1918, on the motor route southbound, Lancaster to Gettysburg, the "earnings" were \$1,239.21, of which the postage value on matter received at Lancaster alone amounted to \$1,139.39 (\$1,084.50 on first-class matter, or 91.1 per cent of the total mail carried. Of such mail, 75 per cent represented transit matter handled through that office. Of the total mail transported, 90 per cent was for dispatch at Columbia, 10.3 miles distant. Truck leaves Lancaster at 6.30 a. m., due Columbia 7.28 a. m. Train 8250, Lancaster and Frederick railway post office, leaves Lancaster 6.40 a. m., arrives Columbia 7.09 a. m. The sole ground for

claiming \$1,139.39 monthly (postage) revenue was the 10 minutes dispatch in advance of the train.

Other instances of mail diversion are cited in Exhibits 65-A, 65-B, 65-C.

A partial statement of delays and interruptions of motor-truck service, causing public inconvenience, as mentioned in page 17 of this report, will be found in Exhibits 63-D.

SHORT-HAULING MAIL FOR REVENUE.

As already stated with reference to the situation at Cincinnati, Ohio, and other places, the motor-truck routes show large revenues which prove to be derived from hauling quantities of mail for short distances only. The reports made of mail handled show only the place of loading, and never the place of delivery. The short haul accomplished, other service performed on the trip may be very slight and a fictitious value is thereby given to the route, as no person examining the reports can determine otherwise. These short hauls, where they are not simply the results of revenue acquiring diversions of mail without benefit to the service in any particular, arise, further than as above stated, from situations where more economical service has been supplanted; that is to say, the motor route having been installed and conveniently on the ground, a railroad closed-pouch exchange, or something of the kind, is withdrawn. The motor truck by this process acquires a defensible schedule value for the dispatch of a large quantity of mail, although the service it has supplanted may have cost not more than a dollar a-day. The combination of heavy mail and omission of showing that it is carried only a very short distance gives the entire motor route an appearance of importance and value not in keeping with the real situation.

Of the entire matter carried out of Indianapolis, Ind., on motor route to Kokomo, Ind., 80 per cent of first class, 35 per cent of second class, and 30 per cent of all fourth class mail—more than 48 per cent of all mail—is for Broad Ripple station, 7 miles from Indianapolis post office. The postage on this matter averages \$32 per day. On Monday, Thursday, and Friday of each week mail for this station is of such bulk that it can not be all transported by the motor-route truck with its other mail, whereupon the excess is left for a parcel-post truck, operated in the City Delivery Service, but the whole matter is credited to the motor-route truck, with the entire revenues of postage thereon. One trip per day by the Government-owned parcel-post truck would carry all the mail from the main office to Broad Ripple station at an estimated cost of \$1 per trip, all of which throws a revealing sidelight on theoretical revenues of motor-truck service. Eighty per cent of all mail loaded at Indianapolis on the truck is discharged within 21 miles of the office.

Of the mail carried on motor truck from Indianapolis to Marion, Ind., 45 per cent of first, 31 per cent of second and third, and 2 per cent of all fourth class mail is discharged at East Tenth Street station, 2.1 miles from Indianapolis main office. Thirty-six per cent of first, 29 per cent of second and third, and 7 per cent of fourth-class mail is discharged at Brightwood station. Thus 81 per cent of all first class, 60 per cent of second and third, and 9 per cent of fourth-class mail taken out is hauled only 2.7 miles, or one-thirtieth

of the length of the route. This mail has hitherto been carried by truck from the main office, assigned to the parcel-post section, and about \$1 is saved daily by the discontinuance of the early morning trip of the parcel-post truck.

Postage on this mail is counted in its entirety as revenue to the motor truck, and same aggregates \$174 daily. About 60 per cent of the entire mail on the return trip of the motor-truck route is loaded at Brightwood station and carried 2.7 miles to Indianapolis. Postage on such matter aggregates \$13 daily, and is all credited to motor-truck route. One trip of the Government-owned parcel-post truck would care for this mail at a cost of \$1 daily.

Other than as above, 14 per cent of first-class mail, 35 per cent of second and third, and 81 per cent of fourth-class mail taken from Indianapolis by this motor truck is discharged at offices which are also locals on the Cleveland and St. Louis railway post office, within 30 miles of Indianapolis. A train on this line leaves Indianapolis two hours after the truck, makes good time to all stations, and rural carriers are held for the train. This train does not stop at all stations, but an electric line reaching all stations could be used if needed for transporting parcel-post mail at small expense. More than 90 per cent of all mail on the truck route is discharged within 30 miles of Indianapolis, or 40 per cent of the distance.

Of the mail carried on motor-truck route from Indianapolis to Greensburg, Ind., approximately 86 per cent of all first class, 62 per cent of all second and third class, and 3 per cent of all fourth-class mail (or 50 per cent of the load) hauled out of Indianapolis by this truck is discharged at Fountain Square station, 1.7 miles from the main post office, with resultant claim of all postage thereon as "revenue." It is estimated that the cost per trip by parcel-post Government-owned automobile would be \$1 and the question of earned revenue would not enter. The fallacy of claiming postage on this mail as revenue for the motor route is apparent.

Louisville to Bedford, Ind., motor-truck route: Fifty per cent of all mail carried from Louisville is for New Albany, Ind., 6.2 miles from Louisville, or within 8 per cent of the total distance traveled one way. Postage on this matter averages \$45 daily, and is all counted as revenue to the truck. This mail was formerly sent in a 3-foot space unit by train at a cost of 1.5 cents per mile, plus a small proportion of terminal and "indirect" charges.

Indianapolis to La Fayette, Ind., motor-truck route: Of the mail carried from Indianapolis 90 per cent of first class; 60 per cent of second and third, and 16 per cent of fourth-class mail is discharged at Station A, 2.9 miles from the main office. Postage on same aggregates \$181 daily, and is counted in its entirety as revenue to the motor-truck route. This mail was formerly carried by a screen truck in the city-delivery service at a cost of about \$1 per day.

Ninety per cent of all mail taken from Indianapolis, and 80 per cent of all inbound mail is hauled but 25 miles, or one-third of the distance covered by the motor-truck driver on each trip.

For further illustration of "short-hauling" mail for revenue, see Exhibits 66-a, 66-b, 66-c, 66-d.

SUBSTITUTION OF SERVICE.

While motor-truck routes furnish the most expensive character of mail transportation, and it must be remembered that they carry comparatively small loads at this great cost, there is some merit in the theory of their establishment, if they traverse sections of the country where they are not in competition with railroad lines. They can not be expected to take the place of rural delivery routes, for their schedules will not permit them to constantly stop and serve individual patrons after the manner of rural carriers. Speaking generally, they can not absorb star routes, which, with few exceptions, travel in whole or in part over roads not in condition for use by trucks. Both rural and star route carriers must serve the roadside mail boxes of patrons who would resent withdrawal of that service, but the truck driver can not leave the hard center of his roadbed.

We find situations where motor-truck drivers are scheduled to run during the hours of darkness and can not discern signals on mail boxes; and other situations where, motor-truck service having superseded star routes, it has been necessary to add duplicating rural service to care for the box delivery. It may be accepted as a true prediction that the supplanting of a star route will often result in demand for establishment of rural service wholly or partly covering the motor-truck route.

The book of instructions before mentioned states:

Box delivery and collection of mail en route is not contemplated, but carriers will make personal delivery and collection of mail on the route where previous arrangement has been made by the patron.

There may be instances of long star routes, or a chain of star routes, where the contract price demanded is so excessive that motor truck routes can be economically substituted, although there is no obvious reason why a private corporation can not operate a line as cheaply as can the department, or cheaper.

We are informed that 11 star routes, representing a contract cost of \$14,315.93 per annum, have been superseded by motor truck route service. To a very limited extent, effecting, so far as we can learn, curtailment of service and withdrawal of compensation to the total amount of \$4,000 or \$5,000 per annum, the motor truck route has in a few places supplanted railroad and electric line mail service—too small a matter to enter seriously into the discussion. Not much can be looked for in this direction; railway post office lines must continue to operate and provide reasonably frequent service. Only express pouch exchanges, or electric line trips, or small railroad car storage units—the cheapest classes of service—have been eliminated because of establishment of expensive motor truck service.

The Railway Mail Service has requested restoration of electric car service from Worcester to Fitchburg, Mass., as quoted in the following:

On August 19, 1918, one trip of electric car service was discontinued from Worcester to Fitchburg, a distance of 24.22 miles, on account of the substitution therefor of motor vehicle service.

The trip discontinued was the one leaving Worcester at 6.15 a. m., arriving at Fitchburg at 8 a. m., and as the motor vehicle was due to operate on practically the same schedule, it was considered that this service could be performed satisfactorily by the latter named service. However, the report from the postmaster at Fitchburg as follows, showing the arrival times, indicates that satisfactory service can not be

maintained during the winter season, and the postmaster at Fitchburg and one of the large manufacturing concerns at that point, as well as the postmaster at Sterling, desire to have the electric service restored.

Exhibit 64 consists of a statement of discontinuance or curtailment of railroad, electric, and star route service because of the establishment of motor routes.

Supposing full use made of the possibilities of existing railroad facilities, etc., the motor truck route, as an auxiliary and competitive element in the scheme of mail transportation between cities or between places reasonably well provided with other facilities, does not furnish a necessary or reasonably cheap service, notwithstanding the better care and protection in the handling of fragile articles and the occasional patron desiring the maintenance of motor truck service for the shipment of such articles. Such being the case, the establishment of motor routes can be advocated only in situations, if such there be, where they can be operated at less cost than contract service, or in localities where conditions are favorable to experimental encouragement of increased food production. In the latter case, if transportation competition is at hand, probably but little will be accomplished.

The Louisville (Ky.)-Bedford (Ind.), motor-truck route passes over the line of a former star route to Paoli, from New Albany, Ind., which route was discontinued and superseded in August, 1918. Cost of star route, 41 miles and back, six times a week, was approximately \$1,792 per annum. Cost of the motor-truck route for September and October was approximately 20 cents per traveled mile. At the same rate, that part of the route between New Albany and Paoli will cost \$5,133 per annum. To the cost of the motor-truck service must also be added \$72 per annum, which represents the approximated cost of rural service added to perform local work. This addition, in effect, raises the motor-truck service cost to \$5,205 per annum, as against \$1,792 by ordinary star route between the points named. Twenty box patrons were also discommoded, when the substitution of service was made, and one important mail connection made at New Albany by the former star route is not made by the motor truck, the train having departed before the truck reaches New Albany. Motor-route service between Indianapolis and Louisville cost \$1,288 in September, and \$1,921 in October, according to figures of the department, and if these may be taken as a basis for striking an average the route will cost \$19,248 a year.

Effective with the establishment of the Indianapolis-Bedford (Ind.), motor-truck service, the car space in the T. H., I. & E. Electric Railway, used to transport mail from Indianapolis to Martinsville, Ind., 25 miles, costing \$134.37 per annum, was discontinued, transportation by the truck being substituted. The average cost per traveled mile by motor truck on this route, since July 1, 1918, is reported to be 20.47 cents. It may be said that, in effect, service at \$3,203 per annum has been substituted for that costing formerly a trifle over \$134, between Indianapolis and Martinsville.

For the month of October, 1918, the motor-truck route from Worcester to Amesbury, Mass., received at Worcester, on the outbound trip, 2,701 pounds first class, 4,423 pounds second, third, and fourth class mail. It is safe to state that 95 per cent of this mail was for dispatch at Greendale (station of Worcester), Sterling, Leominster,

and Fitchburg. On the adopted basis of computing postage as earnings of the motor-vehicle service, the value of the mail carried amounted to \$4,146.20, of which \$4,051.50 represents first-class matter. This mail was formerly transported by electric service, costing \$222.33 per annum, which is said to have provided service superior to the present. The total distance between Worcester and Fitchburg is 24.9 miles. The stated average cost per mile of the motor service is 21.6 cents. The motor service, therefore, on this basis would cost \$5.37 a day, or \$1,680.81 per annum between Worcester and Fitchburg. This substitution of service resulted in a claim of \$4,146.20 per month revenue to the motor route for a short haul of diverted mail. The above-mentioned electric service has been restored because of delays in operating the motor truck, which, however, remains.

Motor service has been substituted for electric service costing \$101.50 per annum, one way, between Haverhill and Cushing, Mass., supplying Amesbury and Merrimac. This change is without material benefit, as electric-train service is operated between the points mentioned on a 30-minute schedule.

One round-trip electric service between Fitchburg and Lunenburg was superseded by motor-truck service, at a reduction in cost of \$50 per annum, and the postmaster at the latter office reported in December that the truck service was unsatisfactory, irregular, and un-dependable.

The motor service has taken over certain closed-pouch service between Palmer and Fiskdale, Mass., and the postmasters at the offices so served have no hesitancy in stating that the motor service is unsatisfactory, on account of irregularity of operation.

The cost of discontinued electric service on account of motor-vehicle service between Portland, Me., and New York, N. Y., was about \$473 per annum. The stated cost of operation of motor-truck service between these points, a distance of about 401 miles, for the three months of July, August, and September, 1918, amounted to approximately \$10,138. Giving the motor service credit for the reported new business, amounting to \$465.92, and for \$118.47, representing the cost of superseded electric service (for three months), the proper "earnings" seem to be \$584.39, instead of \$71,785.44, for the period stated.

With the excellent mail service existing or that could be added at a nominal cost, the mail matter could be handled satisfactorily without this supplemental truck service, which is in parallel contact with steam and electric lines for its entire length, except about 20 miles.

See also other sections of this report for comment on substitution of motor-truck for electric-car, railroad, star-route, and other service.

PARALLEL SERVICE.

There are situations where sections of motor-truck routes pass through districts that are at a considerable distance from railroads, but the "group route," made up of section routes, and operated as a whole, is practically everywhere in competition with and very extensively parallels railroad and electric lines. When two transportation agents operate in the same "sphere of influence" between the same terminals and main intermediate points, they are, to all intents

and purposes, competing and parallel, although not in close contact at all points.

A motor truck operating between any two railroad points is commercially paralleling and competing as to the two points, and any other points connected through them; even though more than one railroad system be involved, and the distance traveled less by the truck and more direct. Only at nonrailroad or no-agent points can the motor truck be called commercially, or, from a transportation standpoint, nonparallel and noncompetitive.

It seems to be the ultimate object of the motor-truck mail routes, as they are now being connected together and scheduled, to enter the field, transcontinental, perhaps, in scope, as a transportation system in competition with railroads, electric lines, and other transportation agents. There is herewith as Exhibit O a blue-print map prepared in the office of the Fourth Assistant, showing existing trunk line motor-truck mail routes and three lines projected to the Pacific coast, namely, to Seattle, San Francisco, and Los Angeles.

Effective December 6, 1918, motor vehicle service was established from Pittsburgh, Pa., to Wheeling, W. Va., being scheduled to leave Pittsburgh at 6 a. m., arrive Wheeling 12 noon; leave 12.30 p. m., and arrive Pittsburgh 6.30 p. m. The route parallels the Pittsburgh & Kenova railway post office for its entire length. Train 31, westbound, leaves Pittsburgh 5.30 a. m., arrives Wheeling 9.40 a. m.; train 34, eastbound, leaves Wheeling 4.35 p. m., arrives Pittsburgh 7 p. m. Other railway post office trains leave Pittsburgh 12.20 p. m. and 3.15 p. m., and Wheeling 5.10 a. m. and 9.35 a. m. This route stands as an example of service established to complete the links of an interstate, and possibly transcontinental, motor-truck mail service, for which service per se there is no apparent or stated demand.

The Portland-New York trunk-line motor route from Portland to Wells, Me., parallels the Boston & Maine Railroad, with good railway post-office service and electric lines, and from that point to Portsmouth it parallels electric service all the way, and steam service between York Beach and Portsmouth. From Portsmouth to Amesbury, Mass., the motor route parallels steam or electric lines all the way, and electric service to Haverhill. Between Amesbury, via Merrimac to Haverhill, electric service has been discontinued in part at an annual saving of \$101.50, although no material benefit has resulted, as available electric-train service is operated on a 30-minute schedule. From Haverhill to Lowell steam or electric service is paralleled, and the same is true between Lowell and Fitchburg. From that office to Worcester the motor route parallels Worcester Consolidated Electric lines for entire length and steam service for greater part. From Worcester to Springfield it parallels electric service for entire distance, and from Palmer to Springfield the Boston & Albany Railroad is paralleled. Between Springfield and Hartford the route practically parallels the Boston, Springfield, and New York railway post office, and so continues as far as Meriden, Conn. Leaving Meriden the route extends westerly to Milldale, duplicating star route service, then parallels the New York, New Haven & Hartford Railroad to West Cheshire; from there to Waterbury, a distance of 8.4 miles, no service is paralleled or duplicated, and the same is true between Watertown and North Woodbury, but the two offices have star route connections. The distance involved is 7.4 miles. No

duplication occurs between North Woodbury and Southbury, a distance of 3.5 miles. From Southbury to Danbury railroad service is paralleled, although the road traversed by the route is at places some distance from the railroad. From Danbury to New York railroad service is paralleled for the entire distance.

From Portland, Me., to New York City, the distance is about 401 miles. Of the entire length there are only 19.3 miles where railroad, electric, or star service is not paralleled.

Motor-truck route, Birmingham to Clanton, Ala., about 61 miles in length, and the route, Montgomery to Clanton, Ala., form a group route from Birmingham to Montgomery, Ala., along the line of the Louisville & Nashville Railroad, Nashville and Montgomery railway post office, the total length of the group route being 108 miles (97 miles by rail). Every office touched by the route is served by the railway post office mentioned, with three railway post-office trains and one express or closed-pouch train in each direction daily, except that one small fourth-class office, Millbrook, is on the line of the Montgomery and Artesia railway post office, with two railway post-office trains in each direction daily. The truck is within a very short distance of the railroad for the entire distance. Train schedules are such that the truck is of very small utility.

Motor-truck route, Chattanooga to Spring City, Tenn., about 61 miles by dirt road (55 miles rail distance), parallels the Southern Railway, Cincinnati and Chattanooga railway post office, its entire length, the route being within a stone's throw of the railroad for the entire distance, except at one point for 2 or 3 miles. There is excellent railway post-office service on this line, with four trains northbound and three south, with one express mail, daily.

Of the seven motor-truck routes in operation in Georgia and South Carolina, five immediately parallel railroads the greater part of their distances. The five routes, length of each, and parallel service follows:

Route.	Length.	Parallel service.		Percent- age parallel.
		Miles.	Miles.	
Atlanta-Rome.....	68.7	40.9		59
Augustus-Orangeburg.....	71.9	36.5		51
Augusta-Statesboro.....	79.6	62.5		79
Chattanooga-Rome.....	71.7	64.6		90
Savannah-Statesboro.....	55.5	52.5		95

The Columbia-Orangeburg route, 45.6 miles in length, parallels service 17.1 miles, or 37 per cent of the entire distance. The most productive area between these two points is that traversed by the Southern Railroad between Columbia and Kingville, S. C., but this can not be covered by motor route, as crossing of the Congaree River can not be made except at Columbia. The only part of this route, (Columbia-Orangeburg) which does not parallel railroad is between Cayce and St. Matthews, 28.5 miles, or 60 per cent of its entire length, through a sandy, unproductive area covered with scrub oak. The total mileage of these routes (six) is 393, with 274.1 miles parallel service, or 70 per cent of the total mileage.

Other examples of parallel service will be found in Exhibits 68-a, 68-b, 68-c, 68-d, 68-e.

COMPARATIVE COSTS OF MOTOR-TRUCK AND RAILROAD-MAIL SERVICE.

The process and labor of handling mail in transit properly adds an item against the general expense of maintenance of service. In theory the transportation of mail by motor truck is more direct, decreases the number of transfers and handlings, and therefore reduces what has been termed the "indirect" cost of mail transportation. The departmental tabulations show this indirect expense as about 3 cents per traveled mile for one motor-truck load of mail. This indirect cost is in any case necessarily a matter of guesswork, but admitting, for the sake of argument, that it is twice as much in the railway-mail service as in motor-truck transportation, the difference in costs of operation by the two classes of service is still greatly against the motor truck. A 3-foot railway-car storage unit conveying 45 sacks of mail (also about the capacity of a motor truck) cost 1.5 cents per traveled mile, or, say, \$45 for 100 miles per day for a period of 30 days. Add to this \$7.50 for terminal charges at 25 cents per trip, and \$180 for indirect charges of 6 cents per mile, as above stated, gives a total cost of \$232.50 per month. There is no charge for return trips of empty space units. A motor-truck route operating at the officially stated average expense of 18 cents per traveled mile would cost \$540 for the 100 miles, 30 days, one way, and the truck must be returned at the same cost with such load as it can secure.

In connection, however, with the above-discussed "indirect" charges it may be said that a piece or package of mail has as many "handlings" if transferred between a train and a motor truck as it would have if transferred between two trains, and in view of the increasing tendency of the motor-truck service to take all the transit mail it can possibly get, that service has very little the best of the argument concerning comparative "indirect" charges for transferring and handling mail. Presuming that a motor truck always takes its load of mail from the office of origin and delivers it direct into the office of ultimate destination would be a decidedly wrong premise as operations are now being conducted.

If the article is for delivery within the zone of a single truck route—that is, within about 70 miles of the office of mailing—there is some merit to the contention of minimized handling, but if mail is intended to be conveyed any great distance this argument loses force.

It appears to be the intention to establish and maintain through or interstate motor-truck routes from one large city to another. For purposes of comparison the trunk-route system from Louisville, Ky., to Chicago, Ill., furnishes an example, as will be seen from the following statement. If sent by motor truck, handlings would occur as follows:

(1) Loaded on hand truck in Louisville post office; (2) transferred to motor truck; (3) unloaded at Bedford, Ind.; (4) loaded in Indianapolis motor truck at Bedford; (5) unloaded at Indianapolis, Ind.; (6) unloaded in post office to storage space; (7) loaded on hand truck at Indianapolis next morning; (8) transferred to La Fayette motor truck at Indianapolis; (9) unloaded at La Fayette, Ind.; (10) loaded into De Motte motor truck at La Fayette; (11) unloaded at De Motte, Ind.; (12) reloaded on Chicago motor truck at De Motte (13) unloaded at Chicago post office.

By train: (1) Loaded on hand truck in Louisville post office; (2) transferred to screen wagon; (3) unloaded to hand truck at Chicago, Indianapolis & Louisville Railroad station at Louisville; (4) loaded in mail car; (5) unloaded to hand truck at railroad station Chicago; (6) loaded into screen wagon at station; (7) unloaded at Chicago post office.

"City distribution" of letter mail is made in railway post-office trains, and on arrival at large cities such mail is sent direct from train to the city postal station where delivery is to be made. If letter mail is carried into the city by motor truck, it must be taken to the general post office where it receives the first attention given it, is distributed and sent to postal station, entailing not only this further handling but delay in transit.

As to expedition of passage if sent by motor truck it would reach Chicago at 12.30 a. m., on the second day after mailing, the motor truck leaving Louisville at 5 a. m. By train the article would leave Louisville at 8.05 a. m. and reach Chicago at 6.30 p. m. the same day.

In view of the foregoing statement of comparative transportation costs, it would appear that the purchase of railway car space and equipping it with shelving, hampers, and every facility for the most careful handling of perishable and fragile mail matter, including the employment of an attendant clerk, would be much more economical than operating a competing motor-truck route. No informed person will attempt to controvert the statement that motor-route expenses will very greatly increase during seasons of bad roads.

If the Motor Truck Service were to become a principal factor in the transportation of mail, vastly different conditions would be encountered than obtain at present. The handling of a small quantity of mail by Motor Truck Service can be associated with the present system of mail operations without noticeable inconvenience, as post-office platforms, storage space, and other existing facilities, as well as clerical organizations can be used without interruption to their other functions. In the event mail of the character contemplated by the purpose of this system were shipped in large quantities, or in such quantity as would have any bearing upon the problem of directly supplying the consumer, then expensive facilities would have to be provided and extensive rearrangements would have to be undertaken. Segregation of the various kinds of products would be necessary; storage space, suitable for protecting produce liable to damage by either heat or cold, would have to be arranged for; ways and means for handling and distributing would have to be devised with a consequent increase in the number of employees so engaged; platform space would have to be increased to provide for a large number of motor trucks and, in fact, a general preparation would have to be made.

All of these service provisions and movements would mean an increase in the number of handlings, an increase in liability to theft or damage, and an increase in cost over that obtaining at present while the reserve space and overhead time provided by the existing facilities and organization is used.

As a result of the establishment of a multiplicity of routes, many junction or exchange points would be created. An economical operation of the service would necessitate transfers at these points with a consequent handling of the mail similar to that now obtaining

as related to rail transportation. But few offices, especially of the lower grade, have facilities equal to those afforded at depots for making such transfers. A limited number of trucks may run directly between post offices of origin and offices of address of mail, but, were the business expanded to the extent of becoming generally useful, the handlings above referred to would be sure to result.

Railway companies have expended millions of dollars in their efforts to perfect their terminal facilities with a view to insuring minimum handlings and maximum efficiency. The two great terminals in New York where cars are unloaded practically in the post office are evidences of this effort. Other cities are similarly equipped. It could hardly be hoped that any system providing for a great volume of business could be materially better.

Mail collected en route by any universal mode of transportation is, to a great extent, transit; that is, the greater part of it is for points far removed from the line of transportation first handling it. The mail collected by motor-truck routes at intermediate offices is largely of this character. Much of it is first-class matter; in fact, the greater portion of the claimed revenue for the routes represents the value of postage affixed to matter of this class, a considerable portion of which is transit. But few of the intermediate offices, especially those of the lower grade, are informed as to the proper dispatch for mail. They are disposed to give all mail to a route destined in the direction of the travel. Some have no other outlet, while some have good railway post-office facilities.

As previously shown, transit mail is not and can not be carried to its ultimate destination by motor truck without subjecting it to numerous handlings and unreasonable and prohibitive delay. Consequently this mail must be delivered to a post office having railway facilities and equipped to perform a proper distribution of it. To insure against delay, some of it would have to be delivered to one junction office and some to another. Neither the office of origin nor the driver is, in most instances, competent to determine what division should be made. The Railway Mail Service performs this function, competent clerks making a proper separation of such mail immediately upon its receipt at way offices.

The truck invariably delivers transit mail at the terminal of the route or at some other large junction point where distribution, messenger service, and a number of handlings are involved before it can reach the railway depot for dispatch to trains. Mail arriving in railway post-office trains in transit is already made up in pouches and sacks, and is directly transferred to connecting lines with a minimum handling, less than obtains when this mail is delivered by trucks at post offices.

The operation of motor-truck service on an extensive scale would conflict with the present efficient system of distribution and transportation and would make the expedition with which mail is now handled impossible. Collections would be carried to terminals and junction points in a manner not unlike that obtaining under the original brass-lock star-route system and the use of "distributing post offices." The Railway Mail Service was created to overcome this very condition through making possible the distribution of mail while in transit with resultant service efficiency that could not have been attained otherwise.

MOTOR-TRUCK ROUTE SCHEDULES.

The purpose in establishing motor-truck mail routes being—

to promote the conservation of food products and to facilitate the collection and delivery thereof from producer to consumer, and the delivery of articles necessary in the production of such food products to the producer, thereby affording a means of bringing the producer into immediate touch with the consumer and eliminating intermediate cost of handling, thereby reducing cost to the ultimate consumer by making more accessible the productive zone in the vicinity of large cities—

it seems advisable to abandon the idea of "through interstate connecting motor-truck parcel-post service," mentioned as one of the purposes, such as from Portland, Me., to Chicago, Ill., etc., and competing for the business of carrying miscellaneous mails on schedules selected mainly for that purpose, and turn every energy, if the experiment is to be continued, toward giving the best and most attractive service to first-hand producers of food—the farmers. This we believe can best be accomplished by avoiding large cities as early morning starting points, selecting for such starting points rural communities, preferably not on railroad or electric lines, having capacity for food production in excess of local consumption, carry this produce to the city as early as possible in the day for market, and return in the afternoon to the place of starting with such supplies as the farmers may want from the city.

Farmers producing garden truck extensively with few exceptions reside within short distances of cities in order to be in position to transport their products expeditiously to market and keep constantly in touch with market conditions. A truck route will not interest them, unless measuring to this situation.

The idea of maintaining long connecting motor-route schedules for transportation of farm products seems wrong or premature. After the local field has been fully cultivated in the interest of promoting increased production is time enough to combat local tendencies toward high prices by extending the radius of truck operation and bringing in goods at competing prices.

At present, as will be seen from examination of Exhibits 1 to 62, motor mail trucks are almost invariably scheduled to leave large cities in the early morning and reach other large cities in the evening. In view of the fact that this sort of schedule is obviously best adapted to competing for transportation of large quantities of letter and newspaper mail, there is room for the supposition that this business is the sort mainly sought. To accommodate vegetable growers, etc., the truck drivers should start at a point midway between two cities in the morning and return to the producing rural community in the afternoon. It has not heretofore been stated but should be understood that each motor route usually has two drivers, working on alternate days. By working both drivers each day in the manner above stated the farmer would have his produce placed upon the city market in time for sale the same day and he would also receive by return trip of the motor truck such city supplies as he may have sent for in the morning. At present vegetables sent to the city must be stored overnight and orders for supplies can not be filled for return trip of the truck until the second day thereafter.

It is a matter of knowledge to this committee that motor-truck service was in the minds of the originators associated with the idea

of operating short routes near large cities for the purpose of bringing farm produce to market, but the idea has apparently expanded to embrace competitive carrying between large cities, for which character of service there is no real need, as cities are linked together by railroad systems amply able to expeditiously transport all mail offered, nor is there apparent need for maintaining long chains of connecting motor-truck routes. If the purpose of such routes is to have at hand a means of correcting local price raising it would at least be better to defer the application of such remedy until after stimulation of local production has been carried to fulfillment.

Instructions were given to post-office inspectors who made initial investigations in the early part of 1918 to arrange the schedules of all motor-truck routes so that the producing section would be left in the early morning and the consuming center be reached, at least, by noon. This schedule is proper and logical, but in the majority of instances routes established since July 1, 1918, appear to be seeking the transportation of mail from cities instead of to them. The truck on the route Indianapolis to Bedford, Ind., for example, is scheduled to leave Indianapolis at 5 a. m. and to reach Martinsville, Ind., a few minutes in advance of a train on the T. H. I & E. Electric Railway, which formerly carried the morning mail to Martinsville at an annual cost of \$134.37. When the truck route was established the electric service was discontinued and mail diverted to the motor-truck line. The postage on all matter carried from Martinsville and to that office is counted as revenue for the truck route. Mail carried from Indianapolis to Martinsville on the morning trip by motor truck, and which is the mail formerly carried by electric car, bears postage approximating \$37 per day, and is taken for earnings of the route, notwithstanding the fact that 70 per cent of the mail received service from some other system of transportation before it reached Indianapolis and that it will have to be distributed and carried out by letter carriers at Martinsville.

On the return trip the truck leaves a few minutes before a train for Indianapolis, and although the train reaches Indianapolis 1 hour and 40 minutes ahead of the truck and distribution of all mail received is made therein en route, the evening accumulation of mails is given to the motor truck instead. The postage on mail so carried approximates \$5 per day, and it is all counted to the revenues of the motor-truck route. No service on the railroad can be discontinued or curtailed by such diversion.

This same motor truck leaves Bloomington, Ind., 2 hours in advance of a mail train on the Illinois Central Railroad, which fact is taken as justification for the diversion to the truck of mail that should be given to the train. The train, while reaching Indianapolis 45 minutes later than the truck, arrives in time to make all connections made by the motor truck, and, moreover, the mail carried by train is distributed, while that sent by truck is turned over to the Indianapolis post office for distribution at a time when the clerical force is busiest. Postage on such matter, approximating \$20 per day, is claimed in its entirety as truck-route earnings, despite the fact that no saving can be made by discontinuance of railroad service, and that 70 per cent of all mail so carried must be given transportation to railroad points beyond Indianapolis. It would therefore apparently be

better for this route to abandon the schedule in competition with other available service and adopt a course calculated to take farm products into the city at a time of day best suited to the market.

No special exhibits are presented to demonstrate that schedules are improperly arranged. As stated, practically all the motor route schedules are in that status, as will be seen from information given in Exhibits 1 to 62, inclusive.

ROADS AND SEASONS.

A feature of the situation which must be given very serious consideration is the fact that this motor-truck service, other than the few converted star and rural routes, has been in operation only since July 1, 1918, and we have no tangible evidence to determine what will be the cost of operation and service performance in winter and during other seasons of general bad roads.

We are being told by accounting postmasters that the costs of motor-route operations, repairs, etc., are already advancing with the advent of seasonal rains and storms. The fact that motor-route service was regularly maintained between Philadelphia and Baltimore during the inclemencies of last winter, as has been specifically stated before the Committee on Post Roads, can not be accepted as conclusive and convincing evidence that this satisfactory and desirable status will obtain throughout the country under adverse weather conditions.

Most assuredly operating expenses will be much greater during the winter and early spring, and the 18-cent mile cost developed in summer can not be expected to hold. And during the season of high operating costs foodstuff production will be at the lowest ebb; farmers will have no berries and green vegetables to ship, and probably not much in the way of eggs and butter. Considering these facts and the probability of irregular service, storm blockades, and break-downs resulting from bad roads, it is a grave question whether motor-truck service for the purpose of moving food products should be maintained beyond the season of actual production and harvest, admitting that total abandonment of service would probably have a worse appearance and effect than temporary suspension.

Farm products which are perishable and require immediate delivery and consumption, such as tender green vegetables, fruits, berries, etc., are not presented for shipment out of the producing season, and the production of eggs, butter, cheese, etc., on farms during the winter is greatly reduced. Hardy vegetables, such as potatoes, etc., are usually disposed of in the fall or in bulk at intervals in winter.

The movements of food products by motor trucks depend upon conditions of temperature, rain, and snow, with their effects upon the roads, the portion of the year in which a given product must be shipped from producer to consumer in a ripened or fresh condition, the diversity of market products in a given locality, and convenient hours of service afforded producer and consumer by the truck service. Roughly, it will be found that those States north of the Ohio River have three to four months in which ice, snow, and mud will operate weeks at a time. States farther south may show conditions of mud or deep sand during certain seasons, or on certain sections of a road, that

will operate against continuous and reliable truck service, while each State, and varying localities in the several States, will show conditions in these respects differing each from the other, it is believed a successful motor truck route should be capable of operation approximately as many days in the year as a similar local service and nearly that of the railroads thereabout.

The character of the roads, as well as location of same, will have material effect upon the feasibility of motor-truck service in any State or given locality. Roads now entirely suitable for existing rural or star route service, and over which such service is operated substantially each week day during the entire year, may be unsuitable for regular operation of trucks of a capacity from $1\frac{1}{2}$ to 5 tons. Not only will conditions arising from character of construction of a road have bearing, but also the construction of bridges thereon, the gradients in hilly or mountainous country, the degree of interest and capacity shown by local road authorities in maintaining the roads up to the standard, as well as the local spirit of the residents thereabout. Consideration should be given to the degree with which the roads on any proposed route may be blocked from any cause and for what periods.

Motor truck mail service has undoubtedly been established over unsuitable roads and in otherwise undesirable situations. Public officials, city authorities, and newspaper publishers, it is true, insistently asked for this service, but analysis of correspondence indicates paramount desire to have bad roads repaired and civic ambitions gratified through Government assistance.

Another moving cause some time ago was the great inconvenience experienced from irregular and unsatisfactory railroad and express service. People were eager to turn to any proposed plan offering additional transportation facilities. The railroad situation has since greatly improved.

As indicated in this report, there are a number of motor-truck routes in operation over roads unsuited to the purpose. These conditions will be found of frequent mention in report briefs, Exhibits 1 to 62, inclusive. See also special reports as Exhibits 67-a, 67-b, 67-c.

The condition of the roads on routes established in South Carolina and Georgia, with the exception of those covered between Atlanta and Chattanooga, and between Columbia and Orangeburg, is such as to make it impossible for the successful operation of motor trucks. These roads generally are unimproved and are almost impassable with a motor conveyance, even without a load, for at least three months during the winter season. Of the seven routes involved four have been temporarily abandoned, and one curtailed the greater part of the distance, on account of road conditions. The routes mentioned are: Columbia-Orangeburg, Augusta-Orangeburg, Augusta-Statesboro, Savannah-Statesboro, and Atlanta-Dahlonega. Service on the route last mentioned was abandoned between Cummings and Dahlonega, 30.7 miles.

The following interesting letter from the postmaster of Atlanta, Ga., suggests that the Atlanta-Dahlonega route be discontinued because of impassable roads and aeroplane service furnished instead:

ATLANTA, GA., December 24, 1918.

Motor Vehicle Service.

FOURTH ASSISTANT POSTMASTER GENERAL,

Division of Rural Mails.

Your letter of December 18, ERC-DB, requesting this office to confer with the local authorities regarding conditions of the road between here and Dahlonega. You are advised this office can do nothing more than it has done since the route was established.

Lumpkin County, the very worst part of the route, where the roads are in a miserable condition, has no money and can do nothing for the road. This information was received from Dr. Arnold, who has charge of the road.

Forsyth County is increasing taxes and promises improvements on the road soon. Improvements were also promised "soon" in August, but they have failed to materialize to date.

Milton County point-blank refuses to do anything at all on the road traveled. They have another road running through the other side of the county which they claim to be making a highway of. At the present time it resembles anything but a highway.

These roads are not fit for any automobile to travel on. They tore up the auto car in a few months and they are doing worse by the Ford. If this route continues the expenses of keeping up the car will be tremendous. The Ford car has been torn to pieces and the bill for repairing same will be about \$65 or \$70. This includes new frame for the chassis. Now, I haven't any idea that the new frame is going to last any longer than the old one.

The people in this community are not at all enthused, and the people around Milton County are very sore, for the reason that the department has cut out one trip per day on the star route. I do not think this should have been done, for the reason that Roswell and Alpharetta had a star route service which they could depend on, and you will never be able to depend on the route to Dahlonega as long as the roads to Dahlonega are in the condition they are in now. I have had to discontinue the Rome route several times lately in order to serve the Dahlonega route as far as Alpharetta, something having been the matter with the Dahlonega truck or the Dahlonega driver.

I wrote you schedule the other day asking that you approve same to Cumming, giving you schedule in detail, which was to be followed. I have not received reply from you yet. Now, since winter has started in and the roads are bad, it is impossible to go from Alpharetta to Cumming without tearing the truck to pieces.

I am now asking and urgently recommend that you discontinue the route entirely until such time as you can get some roads to travel over. If the department ever decided to have mail routes by aeroplane in this section it would be a very good thing for Dahlonega in the winter, because there is positively no other means of reaching this town. You can verify this to some extent if you will look over the previous year's reports of star route from Gainesville, which has to use a horse during the winter months.

Motor route Birmingham to Clanton, Ala., is laid over certain roads in Shelby and Chilton Counties that can not be traversed with heavy trucks for three or four months in the year. These roads are not hard surfaced and some of them are not even graded. The same condition obtains on route Montgomery to Clanton, Ala., the poor roads being in the counties of Chilton and Autauga. On route Birmingham to Gadsden, Ala., there are several miles of roads that will be impassable for truck in winter season.

DISPOSAL OF FARM PRODUCTS.

It can not be said that farmers in general are extensively using the mails for disposal of their products. One of the reasons advanced is that rural routes in general do not run into large cities, or if they so run, terminate at outlying postal stations. Nevertheless, 2,834

rural routes are attached to 549 first-class post offices, the stations of which are in populous districts where good demand for farm produce exists. Neglect to use rural routes for transmission of food products lies with the producer—the farmer—who is habituated to other methods of marketing. Unless we can offer him something more attractive it is doubtful if he will change. He is, in fact, found to be full of argumentative objections to shipping his produce by mail. He does not want the “bother” entailed. When he undertakes to mail his stuff to individual consumers, or for that matter to any purchaser, he must pack, wrap, and address his parcels, affix postage stamps, pay insurance fees (or stand losses), and to be sure of getting his money must go through the formalities of the “collect-on-delivery” regulations. He can not depend upon his customers returning egg and food containers, and must keep his stock of those articles replenished. The average farmer has few of the attributes of a successful dispenser of attractive parcels of foodstuffs.

Some time ago the postmaster of Cincinnati, Ohio, made very exhaustive study of local market conditions and spent much time endeavoring by correspondence and other methods to establish a mail-order produce-selling system in connection with the 14 rural routes emanating from his office. His efforts were only slightly and temporarily rewarded.

The most appealing proposition to the farmer is fair prices with cash down and the minimum of trouble to himself. There are several ways open to him, mainly (1) selling to the country storekeeper from whom he buys his provisions, (2) selling to buyers who call at his door, (3) shipping in bulk and at cheap rates to responsible commission merchants in cities. In either case the cost and labor of packing and preparation is reduced to the minimum, and he knows he will get his money, is relieved of the risk of loss by breakage, spoiling, etc. It is well demonstrated in reports of inspectors that in practically every situation where roads are usable and the farmers willing to produce surplus vegetables, eggs, butter, etc., some enterprising individual, from the humble truckster to the operator of a scheduled fleet of auto trucks is already on the ground taking all the produce that the farmers can be induced to sell. There is rivalry between the country storekeeper and the traveling buyers, as well as between the several trucking outfits, and the farmer may be trusted to put his prices as high as the market will stand. The hucksters, buyers, and truck-line operators dispose of the collected produce to commission merchants in large cities or to stores or markets, many having their own stalls in the public markets. The country storekeeper ships daily or weekly, as the case may be, by freight, express, or other means of transportation.

It is a fact, however, that much foodstuff raised on farms rots in the field and goes to waste, but it does not necessarily follow that this is always chargeable to lack of market or of transportation facilities. The disposition and inclinations of the farmers his system of work and management, his labor troubles, and other factors enter into the problem. He will need to be given more education than that afforded by a motor truck mail route passing his house. The person referred to, and whose cooperation the Government seeks to enlist, is the individual commonly described as the “plain farmer,” who raises “a little of everything.” This person seeks the line of least resistance when he thinks of disposing of what he considers his by-products; and complying with the exacting regulations of the Post Office Department is not the easiest way out nor the cheapest.

The difficulty experienced by the producer in finding customers, in establishing credit that will insure payment for goods sent, the matter of inconvenience and expense in getting the cash for produce into the hands of the producer, the matter of the consumer purchasing goods without seeing them, from persons unknown to him, the question of inconvenience and expense in returning receptacles, the possible inadequacy of supply to keep up a continuous trade, and the many other problems, as compared with the fact that the local merchants pay cash for whatever quantity of goods is offered by the farmer, taking all his product, that is, such as butter, eggs, and poultry, and paying very close to the market price in the city, as well as the cheap transportation facilities offered by express service and private trucks, will make it difficult to stimulate any material amount of business by mail. The necessity of some one to stand between the producer and the consumer, to see that the former receives in a convenient way pay for whatever goods he offers in whatever quantity, and that his containers are returned without inconvenience or material expense; and that the purchaser procures the kind of goods he wants at the time he wants them, is apparent. The performance of such service is necessary, even if matters were shipped by mail; the producer can not well perform it. Whoever does is engaged in a necessary occupation and is worthy of a legitimate margin on the price of goods handled. The producer is not equipped to perform this service and unless dealing with some one whom he knows, he will not do it. It is not his occupation. The same rule will apply to the consumer as a general proposition. Producer to the consumer trade has not developed except in a very limited degree, though the mail facilities for the purpose have been reasonably adequate. Whatever business has been developed has not ordinarily lowered the price to the consumer; it has profited the producer, if at all, to a very limited extent. Only the financially able have been reached. There has been no business with the great mass of wage earners in cities. It has mainly reached only those willing to pay well for choice products, with a small sprinkling of those endeavoring to economize. As a rule their experience has been disappointing.

Occasionally a producer is found who can well market his product by mail regardless of cost and trouble. One such is known, who prepares his goods at night, takes it to the post office forthwith, has the postmaster out of bed at 1 a. m. (for benefit of the stamp cancellation), places postage and special-delivery stamps upon his parcels, and has them delivered to customers 50 miles away "before breakfast." These customers are wealthy and can afford to pay the bill. Mushrooms, as stated, are produced in large quantities in Pennsylvania, dispatched by motor-truck mail route, and rushed fresh and crisp into New York. There is nothing in these processes to ameliorate the "high cost of living."

In the city of Washington a group of persons are experimenting with a sort of "community center" purchasing plan in association with a selling group out in the country. By arrangement, which includes advance deposit of cash money, quality of goods and certainty of payment are stipulated and assured. The plan is somewhat altruistic; if carried out generally, expense of collecting the food at one end, and distributing it at the other, would need to enter into the question of costs and be met by either the producer, consumer, or by the Post Office Department. In this particular case the collector and distributor receive stipends as postal-station employees.

Certain individuals employed in one of the department buildings are carrying on a similar plan. We are informed that they are obtaining large quantities of eggs direct from the country producer, via motor truck mail route, at considerable saving under local market prices, and at a profit over the local market rates to the producer, he saving, for one thing, selling commission fees. This information is supplied us—

to enable you to reach a definite conclusion as to the utility and economic value of this service to the consumer, as well as to the producer, and to give you a conception

of its vast possibilities when extended into other communities, and its purposes are understood and relations, such as we and others have effected, are established between producer and consumers throughout the country.

We are unable to accept the logic of this argument in its entirety, although recognizing its attractiveness. The departmental gentlemen happen to be in a position peculiarly favorable to working out the plan and overcoming all obstacles. The eggs when received are distributed by one of their number and carried home by the individual owners. They have the advantage of position to secure the confidence, interest, and assistance of all persons concerned; free collection, storage, and distribution of the bulk supplies; convenient access to the stored supply and means of delivery without cost even of time, energy, or trouble. We can not subscribe to the belief that such desirable and economical arrangements can be created extensively by the general public, for the ordinary person must add cost of rent, storage, distribution, etc.; in brief, the "middleman's" share. Favorable arrangements such as above described obtain at various post offices—at Indianapolis, Ind., for example—the employees being saved all expense except that of transportation and securing storage and distribution at Government expense. A considerable amount of the time of an employee, paid by the department, is devoted to the business of distributing or "peddling" the goods to other employees, to say nothing of the time lost by the latter in consulting with him and placing their orders, he being, in fact, a "middleman" without charge to the producer or consumer, but indirectly paid by the Government. The general public has not these opportunities.

Investigation at Indianapolis shows that live fowls of all kinds are being accepted and transported by mail on motor trucks. During the month of November, 1918, and shortly before Thanksgiving Day, 200 turkeys, weighing 1,800 pounds, all live, were hauled from Judeah (no office) and Harrodsburg to Indianapolis. These turkeys were parceled out to the employees of the Indianapolis office by the assistant superintendent of mails. It appears that the turkeys in question were distributed to employees during working hours. If it took an average of 10 minutes to dispose of each bird and collect money for same, which is a reasonable estimate of time, this distribution cost the department 2,000 minutes, or 33 hours, of time of clerks. Fowls are being received constantly and disposed of to post-office employees during working hours. In October, 1918, farm produce, including live fowls, was obtained from the motor trucks for post-office employees, amounting to \$465.90. In November turkeys alone were thus disposed of to the amount of \$855, and during the first 14 days of December such produce was sold to the employees in the amount of \$138.25.

AVAILABLE COMPETITIVE TRANSPORTATION AND RATES.

In addition to the means available for disposal of farm produce as herein outlined we find that numerous privately owned trucks operate in many parts of the country, which carry farm produce, live stock, and substantially everything for which transportation is sought, and carry it at lower rates than postage or express, pound for pound. These operators do not limit articles as to size, weight, or character of packing so long as the latter conforms in general way to the ordi-

nary forms of shipping to market. Tomatoes are sent in open baskets, potatoes and apples in barrels, animals and other articles in large crates, etc. The farmer is far more willing to ship his produce by this means of transportation than be forced to conform to the weight or space limit rules now enforced by postal regulations, not to mention the strictness of packing and wrapping regulations. These private lines are willing to bring back, usually free of charge, the egg and food containers. Incidentally they are very glad to do shopping for the farmer for a small fee and bring to him anything he may want from the city.

Following is a statement of the fourth-class postage rate as compared with express rates on the commodity classified as "produce":

	25 pounds.	50 pounds.	70 pounds.	100 pounds.
50 miles:				
Mail.....	\$0.29	\$0.54	\$0.74	\$1.08
Express.....	.28	.38	.45	.57
150 miles:				
Mail.....	.29	.54	.74	1.08
Express.....	.33	.47	.58	.75
300 miles:				
Mail.....	.54	1.04	1.44	2.98
Express.....	.45	.69	.90	1.20

These express rates are not absolutely fixed; local conditions increase or decrease them, but the foregoing is a fair general comparison.

It appears, therefore, that the department can compete with the express companies only on hauls up to 150 miles, and that only for packages weighing no more than 25 pounds.

Electric lines conducting their own express business, which is common practice, charge somewhat less than the standard express companies.

Railroad freight (produce) is carried in less than carload lots at about 31 cents per hundred pounds; carload lots at from 5 to 11 cents per hundred.

Public autotruck routes charge much less than other express-carrying companies, closely approaching freight rates.

Standard express companies, probably without exception, give at no additional cost automatic insurance up to \$50 valuation for each parcel and return free of charge, or for a small nominal charge, egg containers, vegetable crates, milk cans, or anything of the kind adapted to continued use.

It is found that some of the private trucking concerns—we do not know if the practice is very general—pay for breakage and such incidental losses.

DUPLICATION OF TRAVEL ON MOTOR-TRUCK ROUTES.

In a number of situations two lines of motor-truck mail routes are laid out to travel for considerable distances the roads used by other such routes, mainly, it would appear, to carry mail from one point to another distant one without transfer of the mail from one truck to another at the place where two routes join. In some instances connections and dispatch are bettered, but in view of the high cost of

this class of service it would seem that some of it might be eliminated by rearrangement of schedules. Lists of routes performing duplicate travel will be found in Exhibits 70-a, 70-b, 70-c.

ROUTES IN NONPRODUCTIVE AREAS.

It has been extensively indicated in this report and in Exhibits 1 to 62, inclusive, that routes are in operation in districts and areas where development of production of foodstuffs materially in excess of local consumption can hardly be looked for. As an instance, the route from Portland, Me., to Amesbury, Mass. From Portland to Portsmouth, N. H., the route parallels or follows the Atlantic Ocean, where production is negligible and in seasonable periods the consumption greatly exceeds the very light production. From Portsmouth to Amesbury, the route traverses through a slightly more productive territory, but producers can dispose of all products raised practically at their door, or without inconvenience, take same to near-by summer resorts, where there is always a ready and attractive market.

A few other citations of this character of routes will be found in special Exhibits 69-a, 69-b, 69-c, in addition to the exhibits above mentioned. If curtailment of motor-truck service is to take place routes such as those here referred to should be taken under consideration.

ROUTES OF NO MATERIAL SERVICE VALUE.

It has been our duty to convey in this report and associated exhibits (particularly 1 to 62) the information that a number of motor-truck routes are not providing service, necessary or improved, commensurate with the outlay for maintenance. It may also happen that a route once established may lose its usefulness as indicated in amount of revenue claimed from postage on mail carried, as in the case of the route from Demotte to La Fayette, Ind. This route was established November 11, 1918. At that time there were from 1,200 to 1,500 members of the Students' Army Training Corps assigned by the War Department to quarters at Purdue University, the camp there being located one-half mile from West La Fayette Branch and $1\frac{1}{2}$ miles from the main office at La Fayette, Ind.

Previous to the inauguration of the truck service the Army camp was served twice daily by letter carrier from West La Fayette Branch, but when the motor-truck route was established all parcel-post matter was diverted from West La Fayette to the motor route, without, however, substantial saving in time. From November 11 to November 30, 1918, 17 working days, the total weight of all fourth-class mail carried out of La Fayette by the truck aggregated 10,574 pounds, or an average of 622 pounds per day, the postage on same being \$258.28, or an average of \$15.19 per day. This consisted almost entirely of parcels of food and wearing apparel sent to the soldiers at the training camp. On or about December 1, 1918, the War Department began discharging the soldiers stationed at this camp, and by December 15 but few were left. On December 21 there was carried out from La Fayette on the motor-truck parcel post matter weighing 78 pounds, bearing postage aggregating \$1.61, none of which was for Purdue, and the truck no longer calls at the university.

The abandonment of this Army camp served to diminish very largely the revenues of the truck route.

A few special comments on routes which are not providing material benefits over other existing service will be found in Exhibits 71-a, 71-b, 71-c, 71-d, 71-e, 71-f, 71-g, 71-h.

The following letter from the postmaster of Worcester, Mass., to the Fourth Assistant, dealing with several features discussed in this report, is of interest as coming from an official exceptionally well informed, we learn, in business along the lines under consideration:

WORCESTER, MASS., October 7, 1918.

FOURTH ASSISTANT POSTMASTER GENERAL,

Division of Motor Vehicle Service, Washington, D. C.:

I have delayed in replying to your circular letter dated September 20, 1918, initials HRN, which requests certain information and data in regard to the establishment of additional or "feeder" motor vehicle truck routes from this office, in order that I may carefully consider the feasibility of the establishment of such routes and submit an intelligent report on the same, and as a result thereof there follows a report covering the motor vehicle truck service which emanates from this office.

Upon assuming charge of the office on July 16, 1918, I found that the trucks were placed in operation on July 1. Since that time I have been very enthusiastic over this branch of the service to make it a success, for I felt that it was a service that the patrons of the routes would appreciate, as well as the patrons of this office, who would benefit by obtaining produce, etc., direct from the growers. After thoroughly looking into this matter, I regret to state that I find that the patrons are not using the service, the reasons for which will be shown later on in this report.

While there are a large number of growers and producers in the section covered by the trucks, I find that there is a market practically in every section for their entire production. I also find that the patrons along these routes do not raise to any extent late garden truck which could be advantageously shipped as parcel post. Fresh eggs are very scarce and can be sold in the respective towns where raised. This condition seems to be true with other products raised in these sections. In many of the towns of sections, I find that automobile routes operate for the purpose of carrying goods to the city or different points, and I also find that the patrons are using this means of transportation in lieu of the motor-truck service. The reason is apparent, inasmuch as cheaper means are afforded. For instance, a bushel of potatoes can be transported from neighboring towns to this city, I am informed by outside people, for 25 cents, while the same service by the motor-truck service would cost 64 cents. This is also true with apples and other produce raised by the farmers as the same in most instances are sold by the barrel, and the motor service can not handle this amount of weight. I might state in this connection that I find that on the routes covered by the trucks a number of farmers display their produce on the side of the road, and in this way the same are purchased by passing automobiles. In this way, I am informed, many of the farmers dispose of their entire production.

In accordance with instructions from your office, I have had the drivers call on certain farmers along the routes, but without any material benefit, as they advise that the reason for the farmers not using this means of transportation is that they can dispose of their products in their own communities. In fact, we have endeavored to have the people understand the service placed at their disposal, but it appears that they do not care to use it.

I have discussed this matter freely with the representative of the Worcester County Farm Bureau, an organization that is doing excellent work in this section, under the direction of the local chamber of commerce, who has made a personal study of the farming sections in this vicinity, and particularly the method of transportation and market for the output of the farmers, and he informed me to the effect that inasmuch as the system only carried as much as 70 pounds, and in fact the cost of this service was greater than that at their disposal by local transportation agencies, he did not see how the service could be operated successfully in this section of the country. I was further informed that in order to possibly make this matter a success an organization would have to be established to do the shipping. I am, therefore, satisfied that additional routes or "feeders" from this office would not be practicable, and especially at this time of the year, a question which is asked in your circular letter, herewith.

In regard to the per cent of increase in the postal business at this office as a result of this service, I wish to say that practically no revenue to this office has resulted.

I talked with one of the drivers last night on his return trip and asked him how many stamps he had sold since being on the route, and he replied that he had not had a request for the purchase of a stamp. He also informed me that for the first time he collected en route a parcel, and which he stated did not weigh over 5 pounds. This condition is true with the other drivers. They were given a stamp credit but have not sold any stamps.

I have talked with each of the drivers frequently with a view to keeping in touch with the character of service performed, and each of them have advised me that in their opinion the proposition, the purpose of which being to bring the consumer and producer in close touch with each other, was a failure, inasmuch as after a trial for three months, they are satisfied that it is a service for which no benefit has resulted.

It is needless for me to touch on the expense of operation of these trucks, as undoubtedly you are acquainted with this fact. In any event I am convinced that this is service being performed for which no return is received.

I believe that I have shown above that we are receiving practically nothing from the farmers for transmission to the consumers, which is, as I understand, the purpose of the system. The question now remains, what are we carrying? The answer is that we are carrying mail that formerly was being carried by the electric and steam roads. For instance, we will bring in from Springfield a load say, of parcel-post mail, that would or could be sent by train, a service that we are paying for. In fact it looks to me that this is a duplication of service, or that the motor-truck service is relieving the trains, for which it is necessary for us to pay for both.

While I have felt for some time that no material benefit has resulted from the operation of these routes, yet I felt that I had better give it a fair trial before taking the matter up with your office. Therefore, in justice to the department, I believe that the facts as they exist should be set forth, and therefore this is my reason for submitting this report. It is my purpose as postmaster of Worcester, and as a Government official, to receive service for money expended. But here is a case where I am satisfied that the Government is expending a large amount of money for which no material advantages are being obtained. I believe that you should know this condition, and if you deem it advisable to detail an inspector to go over the situation as it exists, I should be very pleased to explain the situation further, as I am reporting it to you.

These trucks may be located in some section of the country where late produce can be secured in such abundance that they would not only prove a convenience to the producers and consumers but also turn into the department a fair remuneration for the services afforded. I believe that this system of transportation should be made to pay at least operating expenses.

In submitting these facts I desire to have it understood by your office that I shall endeavor to continue to operate this service as effectively as possible, and will do everything in my power to afford as good service under the circumstances, but, as above stated, I believe that you should know the conditions as they actually exist.

I regret that it has been necessary to report that this service is not proving satisfactory; but I feel that you will appreciate these facts, as surely the expenditure of Government funds for which no return is received you are interested in.

I shall be pleased to hear from you regarding this subject, and assuring you of my hearty cooperation in anything that you may propose, I beg to remain.

The manner in which the motor-truck mail routes are now in operation for the most part evidence a purpose of providing connecting service for through traffic covering long hauls between points far distant from each other. Connections are provided for such service from Portland, Me., through New York, Philadelphia, Baltimore, and Washington to Richmond; from Portland, Me., through New York, Baltimore, Pittsburgh, Cincinnati, Louisville, and Nashville to Montgomery; and from the latter point to Chicago through Nashville, Louisville, Cincinnati, and Indianapolis (see official map, Exhibit O). Contemplated routes, as shown on map, are projected to provide continuous or connected service west to the Pacific coast on three lines of travel.

It appears necessary that some comment be made concerning the utility of such through service, as distinguished from the earlier

stated purpose of the motor-truck mail system. Our investigation shows that through or long hauls of parcel-post matter or mail of any class by motor truck are impossible unless the celerity and security of its movement and the economy of the operations necessary thereto are disregarded. Mail could not be moved on any of these connected lines between the more distant points without subjecting it to great and prohibitive delay and a multiplicity of handlings and rehandlings not experienced in its transmission by rail.

The fact that one route joins with another on these through lines of travel, except in rare instances, adds practically nothing to its usefulness, either as an adjunct to other transportation systems or as associated with the theory of directly serving the consumer with the commodities of the producer. Perishable articles, as foodstuffs usually are, could not stand the delay necessary to long hauls by motor truck, neither would they survive the jolting and chafing incident to such travel. The delay in transmission of other articles of less destructive nature would not be tolerated by the public.

Again, even by the inequitable process of recording as revenue the full value of postage stamps affixed to parcel-post matter, and making due allowance for incomplete or part loads, which condition must obtain in any service, the motor route could only approach a cost-sustaining capacity for short hauls—less than 100 miles. Consequently, were it attempted to haul such matter beyond this zone, or to a distance market necessitating the use of one, two, or three legs or sections of a route, the latter service must be performed at a loss.

A truck with a capacity for $1\frac{1}{2}$ tons would carry at the maximum parcel-post matter bearing postage of approximately \$30 in value. The operation of a truck costs at least 36 cents per linear mile. The postage value, if counted as revenue, would finance a motor truck 80 linear miles, always assuming daily full-capacity loads, normal operating conditions, etc. To provide a reasonable margin of safety it would be prudent to limit the length of a route to 50 or 60 linear miles.

For these reasons scarcely none of the routes can find justification, even in part, in the fact that they are connecting links of a continuous system. Each route must depend almost wholly upon the business developed by it in exemplification of its usefulness. Mail destined to distant points must be turned over to rail-transportation facilities at junction points en route or at the first terminal in order that unreasonable delays may be avoided.

This service we believe to be a "farm-to-table movement," as indicated in the beginning of this report; and with that end in view, the route schedules are now improperly arranged and should be reversed. At the present time they are better adapted to handling large amounts of mail between cities rather than to carrying food products from the producer to the consumer. To show profit in the operation of trucks, the value of postage revenue on first-class matter at \$1.50 per pound is, of course, greater than on food products or matter of the second and third classes at about 1 cent per pound.

If these routes are to be continued they should be scheduled to conform to the needs of produce shippers, to the end that a fair trial may be made of this motor truck service to definitely determine whether they should be retained or extended.

To cite an example, the connected motor routes—Washington, D. C., to Bel Air, Md., and Philadelphia, Pa., to Bel Air, Md.—are scheduled so as to have the carriers leave the large city in the early morning and arrive at the rural community near noon, leaving there about one hour later, and arriving at the large city after 6 p. m. This same condition obtains as to routes from Nashville to Fayetteville, Tenn.; Birmingham to Clanton, Ala.; and, in fact, it appears to be the established policy, judging from schedules of all the routes now in operation, to have carriers leave the large cities, which are the consuming centers, in the morning and return to those points at night, rather than vice versa.

The idea of bringing the producer into direct touch with the consumer is not a novel one. For years profound students of economics have given deep study to the problem of how to eliminate the middleman. Some time ago the Post Office Department made an exhaustive effort through the postmasters at the larger cities to further the farm-to-table movement by use of the many rural routes emanating from those offices, but the amount of business secured was small and has now become almost negligible. The movement did not succeed, largely because the importance of the middleman was minimized. By proper use of the thousands of rural routes now in operation, 2,834 of which emanate from the 549 first-class, or larger, offices of the country, and all of which by utilization of railroad connections form expeditious avenues of communication with the cities, the producer could long ago have been in direct commercial contact with the consumer had he desired to.

If the farm-to-table argument is untenable, there is no need to pursue it further. If it is tenable, it can be experimentally developed by using the rural and star routes, the electric and the railway mail lines now in operation, with such extensions of these systems as may be needed. In any event, the motor-truck route system should be viewed in its proper proportion; an adjunct to other systems of transportation. Where conditions are favorable it should take the produce of the farmer who has not convenient facilities at present and pass it on. It should work with the other systems of transportation, not in competition with them.

We have examined a considerable amount of literature relating to motor-truck freight transportation and find it to be an extensive, important, necessary, and greatly appreciated factor of public utility, both in respect to local haulage in congested districts and in general overland business. It supplies a means of escaping terminal and short-haul delays and expenses, chiefly because railroads, terminal companies, and municipalities have not kept up improvements to meet the developments and needs of business. We already have facilities for moving mail at large terminals, and we do not lack adequate transportation means in any part of the country.

The subject of extending governmental aid toward increasing the production of food is an interesting and fascinating one and presents possibilities, in theory, at least, too important to dismiss lightly. Whether this aid should proceed from appropriations for the post-office establishment and whether part of the program is to construct and improve public roads, are matters that may be omitted from discussion in this report. For the sake of experiment we believe that a

few of these motor-truck routes, carefully selected, may be retained. This service should be strictly local in character, that is to say, with no interest in long and distant connections, no interest in transit mails from city to city, nor in transfer mail of any kind. It should be a test of business from the farmer to his city market and from the city merchant to the farmer, with the proof resting in volume of "collection and delivery of food from the producer to the consumer and the delivery of articles necessary in the production of such food, to the producers." It is feared, however, that the postal rates are too high; the requirements as to packing and wrapping too exacting; the insurance and collect-on-delivery features too expensive and burdensome. If it were possible to remove the onerous restrictions as to weight, packing, etc., and establish a low zone postage rate on commodities, such as farm produce, as we are informed is done in foreign countries, the Government could possibly accomplish something in the way of promoting increased food production somewhere near justifying the effort.

In view of the nature of instructions in this case we have proceeded in a manner somewhat different from the usual course in making investigation of established and permanent departments of the service, and we are submitting no recommendations for the correction of irregularities discovered, or plans for the management of motor-truck, mail-route service. What we have had to say in apparent criticism of this service is not intended as fault finding, but merely to illustrate points which we have found necessary to bring out in presenting the information called for in our instructions. For these reasons we have not considered it necessary to submit long and detailed statements of conditions discovered at every place visited and have confined ourselves to presenting what may be accepted in the nature of sample showings of such conditions prevailing generally. Consequently, it must not be assumed that the service has been found commendable except in the few instances cited to the contrary. We fully realize that this service is in the experimental stage and is crude.

The time remaining at our disposal for completing this investigation has obliged us to abbreviate the report somewhat in respect to many interesting features and to content ourselves with brief comment, relying upon the exhibits to supplement the information. It is therefore necessary to ask that the exhibits be accepted as material to the report, and carefully examined and considered. We are unable to give time to preparation of data to sustain recommendation for retention of certain routes, but append a list of some of the routes which may be eliminated from consideration as promising any material development toward greater usefulness.

Portland, Me., to Amesbury, Mass.
Amesbury, Mass., to Worcester, Mass.
Worcester, Mass., to Hartford, Conn.
Hartford, Conn., to Danbury, Conn.
Danbury, Conn., to New York, N. Y.
Wilmington, Del., to Bridgeton, N. J.
Philadelphia, Pa., to Millville, N. J.
Flemington, N. J., to Philadelphia, Pa.
Flemington, N. J., to New York, N. Y.
Baltimore, Md., to Gettysburg, Pa.
Philadelphia, Pa., to Bel Air, Md.

Washington, D. C., to Bel Air, Md.
Waldorf, Md., to Rock Point, Md.
Washington, D. C. to Winchester, Va.
Berryville, Va., to Culpeper, Va.
Culpeper, Va., to Rhoadsville, Va.
Richmond, Va., to Rhoadsville, Va.
Hanover, Pa., to Lancaster, Pa.
Augusta, Ga., to Orangeburg, S. C.
Augusta, Ga., to Statesboro, Ga.
Savannah, Ga., to Statesboro, Ga.
Atlanta, Ga., to Rome, Ga.

Chattanooga, Tenn., to Rome, Ga.
 Birmingham, Ala., to Gadsden, Ala.
 Birmingham, Ala., to Clanton, Ala.
 Montgomery, Ala., to Clanton, Ala.
 Chattanooga, Tenn., to Spring City,
 Tenn.
 Knoxville, Tenn., to Spring City,
 Tenn.
 Glasgow, Ky., to Bardstown, Ky.
 Louisville, Ky., to Danville, Ky.
 Cincinnati, Ohio, to Cynthiana, Ky.
 Danville, Ky., to Cynthiana, Ky.

Cincinnati, Ohio, to Hillsboro, Ohio.
 Columbus, Ohio, to Hillsboro, Ohio.
 Indianapolis, Ind., to Kokomo, Ind.
 Indianapolis, Ind., to Marion, Ind.
 Indianapolis, Ind., to La Fayette, Ind.
 De Motte, Ind., to La Fayette, Ind.
 De Motte, Ind., to Chicago, Ill.
 Springfield, Mo., to Urbana, Mo.
 Warsaw, Mo., to Urbana, Mo.
 Marshall, Mo., to Warsaw, Mo.
 Pittsburgh, Pa., to Wheeling, W. Va.

Some of the routes have shown usefulness as a means of providing more adequate transportation facilities, in the form of trunk-line star routes, reaching territory so far removed from rail facilities that villages and towns from which rural routes emanate are located on cross-country highways. In other words, there is some service need for through motor truck facilities in such territory. As to whether this service should be performed under contract or by Government operated vehicles will depend largely upon the comparative cost, which will be influenced by conditions obtaining in respective localities.

As a means of providing facilities for the transaction of postal business directly from the producer to consumer the routes have not, as a general proposition, demonstrated that service of this character is necessary or feasible; however, a few of them have developed noticeable business of this kind. From the fact that the operation of these routes has extended over but a limited period of time, it appears that some of them might be retained with a view to offering extended opportunity for determination as to the practicability of this plan.

SUMMARY AND CONCLUSIONS.

Motor-truck service not primarily designed for competitive transportation of mails, but adapt itself to needs of food producers.

Routes are conducted in competition with other established service and claiming revenues not actually earned.

Carrying of first-class mail predominates as earning factor of claimed revenues, for which business there is apparent intent to adapt schedules.

Statistics of earnings, tabulated by Fourth Assistant's office, includes war tax on letter mail, which should not be included.

Postage on fourth-class matter, carriage of which is specified object of motor-truck service, is comparatively small part of so-called revenue.

Office of Fourth Assistant contends that motor-route service has right to consider as earned revenue value of postage on all mail carried, regardless of share of service performed.

The stated method of computing revenues is not right in reason or acceptable business practice.

Motor route service can at best aspire to recognition as another—and very expensive—instrument of public utility awaiting test of time and need.

Report does not accept service as necessary adjunct of postal establishment, nor wholly oppose it as unworthy of trial, but seeks to

correct appearance of enormous earnings, that subject may be considered in true light.

Current operating expenses not furnished, but known to be greatly increasing with advent of storms and bad roads.

Expenses shown cover only season of good roads and of highest productivity and earnings from transportation of produce.

Operating mile costs have increased since August, while mile earnings are decreasing.

Increase in food production has not been due to establishment of motor-truck service.

Postage on fourth-class mail has increased only 2.5 per cent of total on all matter since September. Other classes provide over 82 per cent of total theoretical revenue.

Reported earnings are greater than in fact by reason of improper methods of computation.

Impossible to reduce to figures "the revenue derived in addition to that which would be obtained through the usual and customary mail facilities in the absence of motor vehicle truck route service," but this additional revenue is small.

Motor-truck service is not entitled to all credit for increased postal earnings, but must share with other mail service facilities.

Motor route service has not materially increased new postal business, except in eggs, mushrooms, and specialties.

Routes conducted in right locality and strictly in interest of food producers may possibly in time increase output.

Individual instances of large shipments on special occasions not indicative general increase in production.

Special beneficiaries are paying only small part of cost of service as a whole.

Postage on mushrooms, new business, Pennsylvania to New York, is not paying costs of transportation.

Value of postage stamps on transit or transferable mail is no more revenue for motor-truck service than is mail carried on trains revenue of railroad.

Only postage on "new business" and postage on mail from post offices wholly dependent on motor route should be considered even as theoretical revenue to compare with costs, and the possibility of cheaper service by other means may be available.

As created, "new business" may be claimed postal revenue arising from increased production if solely due to operation of motor-truck service; also postage on matter now sent by motor-truck route in preference to express service. Probably temporary, as express service is improving.

Department can not undertake to permit patrons to dictate a special and particular handling of their mail.

Mail diversions in conjunction with curtailment of rail and electric service have been of little or no benefit to the service as a whole, except saving of damage to perishable and fragile matter by more careful treatment of motor-truck handling.

If cheaper rail or electric service were restored or added to all reasonable public requirements would be met.

Forced apparent value is given motor-truck service by scheduling it to leave important points slightly in advance of trains.

Motor truck routes are mainly established on information secured by correspondence, and installed by agent of Fourth Assistant, who instructs postmasters to divert mail from other channels if advancement can be made in either delivery or dispatch. Such mail is frequently diverted without benefit to the service, sometimes with resultant delay.

Diverted mail is often carried only a short distance in transit, apparently to show postage revenue, and then discharged for further transportation by trains. Pamphlet instructions to postmasters from Fourth Assistant directs them to send by motor truck mail of all classes "that can thereby be advanced either in delivery or dispatch," both terms being used, evidently with purpose.

It is good mail-service logic that instructions for dispatch and diversion of mail should emanate from Office of Second Assistant, who is fully informed as to current train schedule changes, as is not Office of Fourth Assistant. Otherwise danger of diversions being made on apparently justifiable, but not supportable, grounds, with consequent delays to mail.

Temporary suspensions of service and delays on motor routes are not infrequent, occasioning failure of supply to solely dependent offices and inconvenience to patrons. No provision is made for supplemental service. Postmasters are instructed to employ no such service, but to permit supply to lapse until repairs are made and motor service resumed. It is taking an unwarrantable risk to divert mail from regular channels to an experimental one.

The idea of designating as revenue the postage on mail picked up at one office and delivered to another for rail connection and further transportation, is wrong, as such carriage may be only an infinitesimal part of total distance the mail must travel.

Motor truck routes show large revenues which prove to be derived from hauling quantities of mail for short distances only. Reports of mail handled show only place of loading, and never place of delivery. Other than a short haul, service performed on the trip may be very slight and a fictitious value is given the route, as no person examining the report can determine otherwise.

Motor-truck routes acquire a defensible schedule value because of having been installed in substitution for cheaper service.

Motor-truck routes, while expensive, have some merit where they traverse sections where not in competition with rail lines. They can not be expected to take the place of rural routes, or speaking generally, of star routes.

Motor routes may be established in place of long star routes or a chain of star routes where contract price demanded is excessive. Establishment of motor-route service can be advocated only in situations where they can be operated at less cost than contract service or in localities where conditions are favorable to encouragement of increased food production.

Motor-truck routes sometimes pass through districts that are at a considerable distance from railroads, but operated as a whole as group routes are practically everywhere in competition with and extensively parallel railway and electric lines. Only a nonrailroad or no-agent points can they be called commercially nonparallel and noncompetitive.

It seems to be the purpose of motor-truck service to enter the field, transcontinental, perhaps, in scope, as a system in competition with railroads, etc.

The process and labor of handling mail in transit adds an item against general expense as indirect cost. Admitting that motor-truck service entails less such indirect cost it is still much more expensive than railroad service with all indirect costs considered.

“City distribution” of letter mail is made in railway post-office trains and on arrival at large cities such mail is sent direct from trains to the city postal station where delivery is to be made. If carried into city by motor truck this mail must be taken to general post office for distribution and dispatch to postal station, entailing additional handling and delay.

Mail is now handled by motor truck in small quantity only and organized facilities are made use of. If handled in large quantity, vastly increased facilities would need to be provided at greatly increased cost; heavy transfers at numerous created junction points would need to be made, with consequent multiplicity of handlings. In brief, a new, extensive, and costly operating plant would have to be installed. Transportation of mail by motor truck sacrifices the advantage of en route distribution such as is performed in railway post offices and tends to reversion to the old-fashion “distributing post office,” with attendant inefficiency and delays.

It seems advisable to abandon the idea of “through interstate connecting motor-truck parcel-post service” and competing for the business of carrying miscellaneous mails on schedules now selected mainly for that purpose and turn every energy toward giving most and attractive service to first-hand producers of food—the farmers. Motor trucks should start in early morning from producing rural communities and carry produce to city for market disposal the same day. This was the intent of originators of the service, but the idea has expanded to embrace competitive carrying between large cities, for which character of service there is no real need.

Costs of motor-truck service are advancing with advent of seasonal storms, etc. Regularity of service in winter can not be assured.

Motor-truck routes have undoubtedly been established over unsuitable roads, in unproductive districts, etc., solicited for the purpose of securing Government assistance in road improvement.

Farmers have not made general use of motor service for transportation of produce to consumers. It has been suggested this is because rural routes do not emanate from large cities. Nearly 3,000 rural routes emanate from first-class offices and thousands of others reach small offices having direct rail connections with large cities. They did not use these facilities prior to establishment of motor routes. They are habituated to other attractive methods of marketing and will not use motor routes unless greater convenience is offered. The matter of finding a buyer when goods are ready for market and of the consumer being able to procure the kind and quantity of goods when he wants them, as well as the difficult problem of credit, stands as an unsurmounted barrier to successful operation of system.

Producer-to-consumer trade has developed to only a limited degree, though diligent effort along this line has been made at many large offices within the past three years. The most marked development

has been effected by post-office employees having advantage of postal agencies and facilities similar to those supplied by "middlemen."

Express companies, electric lines, railroads, public auto trucks, etc., furnish cheaper transportation for produce, with less exacting requirements, etc., and perform other services not undertaken by the Post Office Department.

In a number of situations motor-truck routes duplicate travel over like routes. In view of great expense, some of this might be eliminated.

Routes are in operation in districts where production of excess foodstuffs can hardly be looked for.

A number of routes in operation are not providing service commensurate with the outlay for maintenance.

Mails can not be moved on long connecting lines of routes without suffering intolerable delays and multiplicity of handlings, rehandlings, rough usage, abrasion not experienced in transmission by rail.

Limitation of load and earning capacity and high mileage cost militate against operation of long routes or routes more than 80 miles in length. The long group or chain or through connecting routes must necessarily operate at a loss.

Questionable whether extending governmental aid toward increasing food production is properly a charge to be laid against Post Office Department appropriation. The same applies to improvement of public roads.

For the sake of experiment a few motor-truck routes should be retained in operation to further test the possibility of promoting "collection and delivery of food from the producer to the consumer and the delivery of articles necessary to the production of such food to the producer." Association of this function with general mail movement should not be considered the matter of first importance.

It is feared that, for use of food producers, the postal rates are too high; the requirements as to packing and wrapping too exacting; the insurance and collect-on-delivery features too expensive and burdensome.

As means of providing facilities for business between producer and consumer the routes in general have not shown great usefulness, but a few have developed sufficient importance to warrant retaining them for further trial.

CHAS. C. HART,
G. B. MILLER,
W. J. OPDYKE,
W. C. VOLKERDING,
GEO. E. BRILL,

ROBERT H. BAXCLAY,
In Charge.
W. E. WILLIAMSON,
G. M. BROWN,
A. C. GARRIGNS,
J. G. HOGY,
Post Office Inspectors.

APPENDIX.

CHIEF INSPECTOR'S INSTRUCTIONS.

POST OFFICE DEPARTMENT,
OFFICE OF THE CHIEF INSPECTOR,
Washington, January 9, 1919.

Mr. R. H. BARCLAY,

Chairman Committee on Investigation

of Motor Vehicle Truck Service:

Referring to the investigation now being made by a committee of post-office inspectors of which you are chairman, I desire to repeat what I verbally stated to you at the beginning of this inquiry:

The Postmaster General is very desirous that a careful and thorough investigation be made of the motor vehicle truck service and the facts developed be fully and clearly set forth in your report. He desires that all of the questions involved be approached by the members of the committee with open minds and without any preconceived opinions whatsoever on the question as to whether the service is practicable and whether its extension would be wise postal policy.

The bureau of the Fourth Assistant Postmaster General should be consulted freely and given every opportunity to present any and all information it may have on the subject and the data thus furnished given careful thought and consideration by all members of the investigating committee.

Upon completion of the investigation the facts developed should be carefully considered and analyzed by the entire committee and conclusions reached should be based upon such facts without regard to any personal opinion or opinions that may exist among the members of the committee.

The Postmaster General and myself desire that the investigation be absolutely fair and unprejudiced and that your report cover the situation in a manner that will enable the department to determine the practicability of the motor vehicle truck service, the benefits that will be derived therefrom, and whether its extension is justified by the facts developed.

GEO. M. SUTTON, *Chief Inspector.*

STATEMENT OF HON. JAMES I. BLAKSLEE, FOURTH ASSISTANT POSTMASTER GENERAL.

The experimental legislation is intended to ascertain whether or not a system of collection and delivery of mail that does not exist to-day is practicable. If the experiment is a success, it will provide a direct means of communication and conveyance between mailing patrons in cities and rural territory that it is not possible to provide at minimum cost to the Postal Service or to the patron at this time. It will assist in the effort to reduce the cost of living by eliminating useless and expensive operations in the postal means of communication between producer and consumer. It will permit the producer to continue production and the labor incident thereto instead of suspending production or labor while conveying produce to consumers. It will extend the postal zone of collection and delivery service in the vicinity of large cities to the point where the actual farmer-producer is domiciled rather than to where only suburban residents and nonproducers live. Routes 50 miles in radius from the central post office rather than routes 6 miles in radius from the nearest substation of the central post office. Thus the local parcel-post zone rate of approximately one-half cent per pound will apply, whereas a charge of first-zone rate of 1 cent per pound is now made within such radius.

Only 288 of the present 43,562 existing rural routes emanate from the 50 largest cities in the United States, and of this number of routes none originate at New York City, Philadelphia, Brooklyn, San Francisco, Newark, Jersey City, or Worcester, Mass., or any of the substations or branch offices thereof. The postal patron in any of the 50 cities will directly benefit from the increased service and improved methods of communication with the genuine rural population, and vice versa when the proposed legislation shall have been enacted and the maximum facilities provided. All other communities, wherever found, likewise and in proportion to their population.

The legislation will increase the revenues of the Postal Service. It will also increase the cost of operation of the Postal Service. It will, if efficiently administered, show a net income to the Postal Service under present weight limits and postage charges for conveyance of parcel-post mail only. Any revenues from conveyance of first, second, or third class that may be carried would be net. It will permit of a practical use of the highways upon which millions of dollars for improvements have been expended and for which nearly \$85,000,000 of Federal funds have been appropriated. It will reduce the cost of postage on farm products and thereby increase the amount forwarded through the mails, and thus equalize the balance of trade between farmers and consumers, which at this time is not equalized in a ratio of about 8 to 1 against the farmer. It will provide a legitimate means of extension of parcel-post mail facilities into territory where no mail service is possible at this time and where there is no means of conveyance except that which is the property of and is operated by the producer, always at serious loss to himself and to the public that depends upon maximum efficient production.

As in every operation of the Postal Service with which I have been identified, I endeavored to ascertain the reasons for any particular result that was apparent in the conduct of such operation, and in the course of a tabulation of the operation known as a collection and delivery of mails on rural routes it was disclosed that there were eight pieces of parcel post conveyed to the patron per route per day, and but one piece per route per day transported from the patron of rural delivery. Such a discrepancy between the number of pieces of parcel post outgoing as compared with the number of pieces of parcel post incoming invited attention and particular consideration of a possible remedy. One feature forcibly presented itself. Only a very small proportion of the rural routes in operation emanate from the 50 largest post offices, or the 50 best markets, for incoming parcel post. I immediately concluded that there was inadequate service between the farmer-producer and the ultimate consumer.

The further fact developed that from these centers of population there was no direct communication with producing territory except that which was provided by the producers and consumers themselves. Also that in the movement of every article of foodstuffs, commodities, or merchandise, there were numerous handlings, transfers, exchanges, etc., from the source of production to the point of consumption with consequent increased possibility of damage or cost of transportation, and acting upon this evidence I conceived the idea of introducing a form of direct communication using motor vehicle equipment over available highways not directly parallel to any existing rail or water facilities. Whereupon, in accordance with the law which provided that a motor rural route of not less than 50 miles, on which the compensation of the employee who furnished his own vehicle should not exceed \$1,800 per annum, two routes were established between Washington, D. C., and Leonardtown, Md. The amount of parcel-post matter transported inbound between these points was extremely limited, at the outset averaging about 10 pieces per day of possibly 100 pounds maximum weight. However, various adjustments and readjustments for the betterment of the service were made, and in compliance with the law, this route is now operated with two 2-ton vehicles, and on the 26th of November, 1918, three vehicles were required in order that the amount of fourth-class parcel-post matter, principally foodstuffs, could be conveyed from the territory in which this first route was located into the city of Washington. The growth of this particular operation was sufficiently evident to warrant the attempt to introduce the same kind of facilities elsewhere, and last year the Congress appropriated \$300,000 for the experimental operation of a number of such routes identical with that which operates between Washington, D. C., and Leonardtown, Md.

I submit detailed statistics on the various routes and invite particular attention to the data relative to the first route established, which will indicate that,

if given time, any such service will become profitable and extremely desirable from either a postal standpoint or from the patrons' point of view.

Inasmuch as no enterprise of this character should be inaugurated in but a single locality throughout the country, I endeavored to provide a connecting system of such routes in order that every possible topographic, climatic, or differing condition might be encountered and results secured that would be convincing. Furthermore, even in this endeavor, altogether experimental in character, an attempt was made to lay the foundation for a comprehensive program that, when finally completed, would prove of the maximum benefit to the public, consequently, through, interstate, connecting motor-truck parcel-post service has been established and is in operation, with regular scheduled runs on specific, definite routes from Portland, Me., to Chicago, Ill.; and from Chicago, Ill., to Montgomery, Ala., passing through Worcester, Mass.; Hartford and Danbury, Conn.; New York City; Philadelphia, Pa.; Baltimore, Md.; Washington, D. C.; Pittsburgh, Pa.; Columbus and Cincinnati, Ohio; Indianapolis, Ind.; Louisville, Ky.; Nashville, Knoxville, and Chattanooga, Tenn.; Atlanta, Ga.; Birmingham and Montgomery, Ala.

I submit a statement of postage earnings, with direct and indirect cost of operation, of 19 motor-vehicle truck routes from July 1 to September 30, 1918. This includes all of the statistics available on the items of cost to September 30, 1918, as it is impossible to secure the submission of all bills for expenditures for subsequent operations and to tabulate the same immediately upon the expiration of a month's service. However, the data indicates gross earnings for the three months of \$292,024.95, from which is deducted 30 per cent for the war-revenue tax paid on the matter transported, leaving actual postage earnings of \$204,417.47. The total cost, including all direct and indirect charges, is \$69,625.75. The net income is, therefore, \$134,791.72, but inasmuch as this matter does not all originate on the route and is not all delivered to patrons located or domiciled on the route, it is only fair to set aside a portion of this net revenue to defray the expenses of collection at the point of origin of the mail matter and the expense of delivery to the point of destination of the mail matter carried. Such expense is now borne by other branches of the Postal Service.

It is also only fair to credit this service with the accomplished and prospective saving through reduction of amounts now paid to contractors on star routes and Railway Mail Service, which will approximate \$100,000 a year in this territory. To that end it is believed that 33½ per cent is a fair proportion to be credited to other postal operations necessary in the collection or final distribution of the matter, so that the actual net income due to the service for three months would amount to \$89,861.15, or \$1,576.51 per route per month, or a net income of \$18,918.12 per annum. In order that there shall be no misunderstanding concerning this net income let me invite attention to the fact that this tabulation includes the earnings from routes that operated only a portion of the three months in which the earnings were made, and, furthermore, that they operated under difficult conditions where neither the postal employee nor the postal patron was thoroughly familiar with the possibilities of quick transportation by this method. Consequently the earnings in many instances were not one-tenth what they will be when the patron and the employee become acquainted with the service and utilize it to the maximum of its capacity.

In 1916, following an appeal for increased food production, farmers within 100 miles of Des Moines and Dubuque, Iowa, raised many tons of foodstuffs which decayed in the fields due to inadequate means of conveying the same to market. This situation prevailed in numerous localities elsewhere. It is proposed through the establishment of motor-vehicle truck routes to partially eliminate this waste; to employ labor in essential occupation; to utilize modern efficient mechanical device; to encourage the construction and improvement of highways; to introduce final efficiency in production, consumption, and distribution; to let the producer produce, the consumer consume, and the conveyer convey. Thus, thousands of individuals who may be encouraged to take up land improved at the public expense and to utilize moneys provided by farm-loan boards for production thereon, and thousands of other individuals who may be encouraged to accept employment in industrial enterprises in great cities in order that manufactured articles and commodities may be produced more cheaply through greater quantity production, may be supplied with an avenue whereby the increased productions may be distributed and sold whether such productions originate on the farm or in the factory.

I propose that we use the available military equipment, and such available military personnel in the construction and operation of a governmental enterprise that will be immediately profitable, and which, in turn, will produce sufficient revenue to continue its administration and operation in an orderly and proper manner. I am informed that there are 100,000 motor vehicles now in use, or in process of construction for military purposes. I am certain that a vast number, if not the majority of this surplus equipment, can be utilized in the transportation of merchandise and commodities through territory within the country that is not immediately adjacent to existing means of transportation, and is located in productive localities where inadequate means of conveyance obtain. To properly utilize such an enormous number of moving units would require the services of an equally huge army of individuals, and thereby provide employment for thousands of men who have been making a sacrifice for us all. I am firmly convinced that the extended use of this surplus military motor-vehicle equipment will quickly demonstrate the necessity for the permanent construction and improvement of highways that will be useful not only for military purposes, but for the transportation of merchandise, commodities, and farm produce, and I submit that in the construction, maintenance, and repair of the roads over which these transportation facilities may be operated, will be required thousands and thousands of able-bodied men now enlisted in the Army and who will be forthwith available to perform this work of construction.

Teamwork is essential to the success of any program. It is especially vital to the success of any program that includes the construction, improvement, or maintenance of the public highways, that definite, specific plans shall be formulated, and that all individuals or organizations interested in the promotion of the program shall cooperate enthusiastically without the slightest jealousy, and without the least attempt to raise technical questions that would in anywise interfere with the successful culmination of the program.

For a highway entirely Federal or national in character, the Federal Government should defray the cost of construction, improvement, and maintenance thereof as an interstate highway, available not only for the transportation of merchandise and food products, but also useful for military purposes, and this main line, or through connecting national highway, should be utilized by the Federal Government in the transportation of commodities upon which a revenue should be earned sufficient to meet the expenses of transportation, and to provide for the improvement and maintenance of the roadway over which the commodities are conveyed, and I submit a definite, specific method, one that we have tried and found profitable—the conveyance of mailable matter, including parcel post, at regular postage rates which are, at this time, sufficient to cover the cost of transportation, expense of administration, and the construction, improvement, and maintenance of the highway used for such purpose. There are transportation facilities in daily operation on through or connecting highways from Portland, Me., to Richmond, Va.; from New York City to Chicago; from Indianapolis, Ind., to Montgomery, Ala.; and with an appropriation of \$300,000, the postage revenues on these highways and adjacent roads leading to the same now average over \$2,000,000 per annum. This concrete exhibition of the coordination of a governmental function, such as the mail service with good roads, is more sufficient warrant for the encouragement of the greater extension of this program, than for any other that has as yet been presented, and leads to a method for a highway supported by the Federal Government and the States and local subdivisions thereof. This method, one of cooperation in the improvement of highways, on a basis that is in effect at this time, is one whereby the Federal Government participates with the States and local subdivisions thereof in the cost of construction and maintenance of highways, by paying one-half the cost thereof, and such expenditures should be made with due regard to the value of the highway in its relation to the trunk line or national highway heretofore mentioned. These highways should be known as feeder highways and located near trunk lines or national highways within producing territory, so that when mail facilities or other transportation functions may be established thereon, the revenues therefrom may be used to assist in defraying the expenses of construction, improvement, or maintenance. For a highway supported by State, county, or township the expense of construction and maintenance should be borne by the local State, county, or township, and would be utilized as supply roads to the feeder roads that finally connect with the national trunk-line roads. These supply roads would, naturally, be used exactly as they are used to-day, mail

facilities together with other means of transportation traveling over the same, collecting commodities from the outlying, sparsely settled sections for transmission to feeder roads and thence to the through national highway to the larger urban centers that consume the products. Now, in this proposition, I simply endeavor to illustrate, or to present a definite specific method of defraying the cost of the same.

I shall concede to the conscientious objector that there are many points where this proposition may be attacked. I shall acknowledge that all the revenues derived as stated are not to be credited exclusively to the particular service now in operation; that the matter transported could travel over other means of conveyance—perhaps not so efficiently or safely, but, none the less, travel. However, 50 per cent is at least a fair proportion of such revenues that should be properly credited to the system of transportation now effective, and even there I know of few enterprises that upon an investment of \$300,000 would be able to produce an annual income of \$1,000,000, which is 50 per cent of the whole income derived from this investment of \$300,000. The benefits of the adoption of such a system of highway construction and improvement are not confined to the enlarged revenues of the Government or the betterment of the roads alone; there is a still greater interest than either involved, and that is the convenience of the people. It is the value of the service performed. The benefits can be extended to include the cost of living, for, through the complete organization of a system of transportation facilities covering improved roads, commodity prices that have to-day reached exorbitant figures can be influenced to a considerable extent; for, having established through or connecting roads, as previously stated, it was our duty to ascertain in what manner such service could be utilized to a better advantage of the patron than simply the direct transportation of merchandise, and in order to do so we collected retail prices of provisions and produce of several different classes at the 300 or more post offices located on or adjacent to the truck routes, and we found that on October 22, 1918, fresh eggs were selling in the city of Newark, N. J., at \$1 per dozen, when a tremendous supply was available at New Holland, Pa., a distance of 100 miles from Newark, at 60 cents per dozen. With a postal rate of about 3 cents per dozen, this indicated that if we had been able to provide adequate direct mail facilities from New Holland, Pa., to Newark, N. J., we could have possibly delivered this prime food product in that city at from 25 to 30 cents per dozen less than the price the citizens were paying, and the price obtained at New Holland, Pa., was not the lowest price that prevailed at numerous other localities on the direct lines operating from Newark, N. J.

Consequently, when a complete system, properly equipped, is in operation, the revenues of the Government will be increased and the cost of the construction and improvement of the highways will be defrayed. But a far more desirable result will have been attained, and that is we shall have supplied to the merchants in the city a means of conveyance for merchandise to the producer in the country, and shall have provided the resident in the city with a means of securing their produce, at greatly reduced prices, direct from the farmer.

Twenty-six million food producers (men, women, and children) are to-day trying to feed themselves and 74,000,000 additional American citizens, together with their foreign friends. At this time food, minerals, and all other merchandise must be transported over approximately 240 miles of airways, 15,000 miles of canals and inland waterways, 350,000 miles of railways, and 2,199,600 miles of highways.

Air lanes are not as yet practical as an avenue for distribution of food. Canals can not be extended to provide any substantial relief. Railways are limited in carrying and terminal capacity, extensions are expensive, and operating costs are increasing to the point where profitable freight rates will curtail their use as a medium of food distribution. The motor vehicle on the highway offers the only immediate practical means for the increased distribution of foodstuffs or merchandise. Maximum distribution will appear only through the coordination of some governmental function, such as the mail service, with the motor vehicle on the highway.

No individual firm or corporation could afford to wait for return on investment until production increased in sparsely settled territory or present inefficient methods of communication and transportation had been revised, whereas the conveyance of letter mail (a postal monopoly) insures profitable operation almost from the inception of extended facilities. Consequently, use the motor vehicles on the highways or pay the increased cost of living, and even then, sometimes, go hungry.

I have been somewhat fortunate in that I have been identified with one avenue or system of transportation not found in any other type of communication. I have been identified with the Postal Service; therefore I have learned in a small degree the methods, the rules, the regulations, the customs, and precedents that apply to the distribution and the collection of mail matter. It may be possible that some individual or some association of individuals will attempt to perform and function transportation between two given points and find that this one system, this transportation of merchandise and of mail matter, would interfere and render their operation unsuccessful. That portion of the Federal service I am in a small degree familiar with and therefore know to a small extent where a transportation system may be located that will be profitable, possibly, from its inception.

There is one route I know of that carries about 300 pounds of first-class mail a day; that means it earns in the neighborhood of \$450 a day on that particular item alone. Therefore it is possible for the United States Government, having sole control of that function, to introduce transportation facilities into territory which would produce no commercial profit whatever to any organization or individual that entered into transportation of package freight. It is only necessary for the United States Government to carry 15 pounds of first-class mail a day to pay the expenses of operating a 2-ton motor truck 100 miles. Now, that is the underlying idea involved in the proposed system of transportation by motor truck from urban territory to rural territory. That is the reason we can confidently assert that we can introduce thousands of such routes and thousands of such establishments all over this country, and we have established 40 or 50. They reach from Portland, Me., to Chicago, Ill., and from Chicago to Montgomery, Ala., and there isn't a single route that isn't profitable. In the most sparsely settled territory they are profitable. There can be introduced a transportation facility of that type into territory that has been denied all direct facilities or avenues of communication with urban territory, and it will take anywhere from three to six months, and sometimes a year, before the producer will change his existing scheme of disposition of his produce to that which is newly provided—before he will become familiar with the possibilities of the type of transportation provided for him. It will take at least six months to a year before he is sufficiently familiar with the route of travel and with the possibilities of direct commercial relation with the resident in the city. Therefore in the introduction or the establishment of a route we are able, through the revenue derived from first-class mail, to continue its operation through that period during which the farmer is becoming acquainted with its possibilities. And they are not alone in their slow acceptance of the proposed facilities, for there are a number of mercantile establishments and a number of producers in the city who do not become quickly familiar with the possibilities of expansion of the delivery zone of the city in which they do business. I may say that this does not apply to the newspaper fraternity, for the routes that have been established have, almost without exception, been immediately patronized by the newspapers the day after they started to operate. Indianapolis sends 333 pounds daily on one route, and these newspapers are in the hands of the rural patrons anywhere from 5 to 24 hours earlier than it ever was before the introduction of that facility.

Nearly four years ago the first of this type of communication between city and country was established. It was crude, very crude, simply the operation of a truck out and back over the same highway, with no particular object in view except the transportation of mail from the city out; there was no idea in our minds that there could be developed a considerable traffic in foodstuffs, and in its inception the route did exactly what we anticipated—it carried but a very limited quantity of produce into the city, a ton or so out, but coming back nothing—perhaps 18 to 20 pieces of produce per day. At this time, after four years of operating, that route carries in about 2 tons a day. In that truck are brought in oysters, eggs, and poultry. The oysters sell in the city of Washington for 40 cents a quart, as against 80 cents a quart in the open market. Eggs brought in sell at 63 cents, as against 85 and 90 in the local market. That is the reason it carries 2 tons a day. Some people in Washington know about it and utilize it.

When we say there are thousands of localities in which we can establish transportation facilities that would not be competitive with any existing facilities we can prove it by ready reference to any map you wish to look at. We can

take any State in the Union and show it to you plainly, distinctly. We can bring into New York 100 trucks on 100 different routes that will not parallel a railroad, each carrying 2 tons of produce per day. This would be 200 tons per day and would feed a few people. When we feed those few we have relieved other avenues of transportation.

I have endeavored with a very limited amount of money to cover a very large mileage of highways with the Motor Truck Parcel Post Service now in operation. When the plan was first introduced to Congress there was a great deal of doubt expressed as to the possibility of its success. Congress had previously authorized what is known as rural delivery. The appropriation this year for that service is \$65,000,000. There are 44,000 rural routes in operation in the United States. The employees thereon are paid an average of \$1,200 per annum, and must furnish the vehicle used in operating. The income from that particular function of the Postal Service is in the neighborhood of \$20,000,000, making a loss in operation of about \$45,000,000 per annum. It is easily understood why Congress should therefore look upon any further idea of transportation of a character like that with suspicion. I have had supervision over that particular service ever since I entered the Post Office Department, and I have made it my business to analyze the reason why there should be such a large difference between the income and outgo, and one of the things that impressed me most distinctly was the fact that of the 44,000 routes, at least 40,000 began nowhere and ended nowhere; that is, they emanated from some village where they had no market for any matter that would be brought in from rural territory, and they originated from some village that could not sell directly to the rural consumer. There wasn't a single direct avenue of communication from the city of New York to rural territory by mail. There are now but two different routes established and effective out of this city into rural territory direct by mail. It is a queer assertion to make, that this great community has no direct avenues of communication with the outside world, a strange declaration to make in the city of New York, but it is true.

EXHIBIT No. 1.

MOTOR TRUCK MAIL ROUTE, PORTLAND, ME., TO AMESBURY, MASS., 82.9 MILES.

Business, July, August, September, 1918.

Round trips	72
Postage on mail carried, by classes:	
First	\$9,441
Second and third	136
Fourth	1,475
Total	11,052
Approximate expense	2,184
War tax on first class, deducted, leaves	7,905

Section of group route, Portland, Me., to Worcester, Mass., 173.1 miles:

Leave 6 a. m.	Portland	Arrive 7.40 p. m.
Arrive 12.40 p. m.	Amesbury	Leave 1 p. m.
Leave 1 p. m.	Amesbury	Arrive 12.30 p. m.
Arrive 7.30 p. m.	Worcester	Leave 6 a. m.

Roads in good condition and suitable for motor travel. Country partly level and partly rolling. Winters long and severe. Roads blocked by snow 20 to 40 days.

Products: Vegetables, berries, eggs, poultry, mostly consumed locally by summer resorts. Not a good producing section because of short summer. Some produce is shipped to Boston by express and some from Boston.

Motor truck mail service has not increased production of food or increased postal business and is not likely to do so. General public is not interested, although the service has been given much publicity.

Motor route parallels steam and electric lines for entire length and duplicates rural and star-route travel for practically whole distance. Some electric-line service trips have been discontinued and superseded. All offices, with possible exception of West Scarboro, would have satisfactory service were the electric service restored, and West Scarboro if early morning trip established. Motor trucks from Portland reaches West Scarboro at 6.35 a. m.; first train at 9.30 a. m.

Bulk of mail taken from Portland is in transit from trains and Portland mail accumulating after 2.45 p. m. Letter mail is dispatched by train at 6 p. m., but the postmaster has been instructed to hold parcel-post mail for the truck leaving next morning. Portsmouth is sending all parcel-post mail for Portland and northern points accumulating after 11 a. m. by truck instead of 2.10 p. m. train, in some instances involving delay. Mail in general carried by motor truck is advanced over other available service, but such would not be the case to any appreciable extent were the electric-line service restored, as there are hourly cars available.

BRIEF OF POSTMASTERS' WRITTEN REPORTS.

Portland, Me.—Matter dispatched over this route consists of such mail that would ordinarily be dispatched by rail in the absence of such route, but which is expedited by being dispatched via the motor truck service. Shipments from patrons of this office to patrons on the route are small, as business concerns located in Portland ship the most of their commodities in other directions or at such times that the supply would be better by rail. Very few parcels have been received specially addressed for delivery over this route.

West Scarboro, Me.—I can not see where this service is of any great benefit to the public along the line that it covers here. I haven't heard any comments on same from outside.

Saco, Me.—This motor service is not being used by the patrons of this office to any extent. The train service with the places served by this route almost coincides with the truck schedule, so that most of the mail goes that way.

Biddeford, Me.—While it is generally understood by the mailing clerks that there is a truck route, it is left entirely with the mailing clerks to select the dispatch which will give the best service.

Kennebunk, Me.—Patrons are making use of the truck to a larger extent than at first. Patrons from this vicinity would appreciate a line connecting direct with Boston, but do not know that same would justify itself.

York Harbor, Me.—The patrons like the idea of having the extra service, but consider that there is not enough business for it, and think that the money is thrown away.

York Village, Me.—The patrons of this office say that they think the Government is wasting money to operate motor service over this route.

Amesbury, Mass.—There was no service on this route December 11, and 12. The truck was two hours late on the 14th. The patrons consider the service an accommodation.

Cape Neddick, Me.—The patrons use route to the extent possible in view of limited production.

Moody, Me.—Patrons are sending all that they have to send. For the week ended December 14, postage on all classes of mail amounted to \$2.10.

Ogunquit, Me.—Truck service not being used to extent anticipated, but its use in lieu of former electric service is some improvement.

York Beach, Me.—Patrons appear well pleased with truck service. Summer resorts are numerous and there is very little business in winter.

Portsmouth, N. H.—Mail on west bound trip held for truck upon instruction of representative from Fourth Assistant's Office to avoid sending it through Boston terminals. Patrons using the truck to some extent, but little produce raised for distribution.

Hampton, N. H.—Not much interest has been manifested in the truck service; possible next summer it may be patronized to some extent in the shipment of produce.

Salisbury, Mass.—Some interest has been manifested in the route and it is believed that the truck is a good thing for the community. Postage for six days of week, ended December 14, 1918, amounted to \$1.89.

EXHIBIT No. 2.

MOTOR-TRUCK MAIL ROUTE, WORCESTER TO AMESBURY, MASS., 91.1 MILES.

Business, July, August, September, 1918.

Round trips	78
Postage on mail carried, by classes:	
First	\$22,408.50
Second and third	287.90
Fourth	3,811.33
Total	26,507.73
Approximate expense	2,244.40
War tax on first class deducted leaves	19,038.23

Section of group route, Portland, Me., to Worcester, Mass., 173.1 miles:

Leave 6 a. m.	Portland	Arrive 7.40 p. m.
Arrive 12.40 p. m.	Amesbury	Leave 1 p. m.
Leave 1 p. m.	Amesbury	Arrive 12.30 p. m.
Arrive 7.30 p. m.	Worcester	Leave 6 a. m.

Country traversed by route is rough and hilly; winters are long and severe; roads are hard surfaced and suitable for motor service entire year, but will possibly be blocked from 30 to 50 days in winter by heavy snows. Due to car trouble schedule has not been regularly maintained.

Products suitable for parcel post are small vegetables, butter, and eggs, but these are consumed locally as production is not great. The motor route has not caused production to be increased, and there are practically no shipments by mail. There appears to be no special interest manifested in the route by patrons. The postmasters at Haverhill, Merrimac, and Amesbury claim parcel-post mail is better handled on the truck, but there is some complaint due to irregularity of service.

On the trip from Amesbury to Worcester the quantity of mail hauled is negligible, except that received at Haverhill, Lunenburg, and Leominster. Possibly 50 per cent of the parcel-post mail handled on this trip is received at Haverhill. On the trip from Worcester to Amesbury about 95 per cent of mail, mainly transit matter, is received at Worcester for delivery at Greendale (station of Worcester), Sterling, Leominster, and Fitchburg, a distance of but 24.9 miles. It is estimated that 75 per cent of the mail handled has had or requires further handling by other methods of mail transportation. At Haverhill on inward trip, large quantities of parcel post, mainly shoes, are received. These parcels are largely addressed to Mexico and South America. No material benefit results by handling this matter on the motor truck.

The motor route parallels steam and electric service for entire length; superseded electric service one trip between Fitchburg and Lunenburg, and electric service one way between Worcester and Greendale, Sterling, Leominster, and Fitchburg. Total cost of superseded service, \$272.33 per annum. Were the superseded electric service restored, the mail service without motor route would be adequate for real needs.

BRIEF OF POSTMASTERS' WRITTEN REPORTS.

Amesbury, Mass.—Patrons of this office are glad of the opportunity to send parcel post via this route, as there is no other dispatch from this office from 10.25 a. m. until 5 p. m. On December 14 the truck arrived two hours late. Leaving at 3.30 p. m., it was too late for connection with R. P. O. at Haverhill, Mass. Mail was held for dispatch via Amesbury and Boston R. P. O. at 5 p. m.

Haverhill, Mass.—I was instructed to use this route to the fullest extent possible by J. P. Dawson and M. J. Mullen (representatives of Fourth Assistant), who visited this office when the route started, and later by D. L. Garvey (representative of Fourth Assistant), who inspected route. The advantages of this route have been called to the attention of the patrons. Some manufacturers have responded by having their goods ready for shipment in time for this truck route. Owing to the fact that there are no large growers living on the line of travel of this route, it has not been patronized by such patrons; and besides,

business of this kind is done mostly through the Boston market. I am of the opinion that this route is a benefit to the service in avoiding the transfer through the Boston terminal stations.

Lowell, Mass.—No particular local call for this service; not discussed to any extent.

Ayer, Mass.—This route not used by the patrons to any extent. We have train service which covers most of this territory, and we have very little parcel-post mail, as there are no producers at this office. We are mostly a railroad and manufacturing center.

Lunenburg, Mass.—There is a great deal of complaint in regard to service rendered by motor. Recently it has been running very irregularly, often being so late that rural carrier would leave before morning mail arrived. Several nights lately the motor has not shown up at all, and the mail held over until the next morning, leaving by electric-car service. Quite a number of patrons are taking their mail to Fitchburg to post, not caring to trust the motor. Taken as a whole, the conditions are very unsatisfactory. All of Saturday's mail (Dec. 14) received after 7.20 a. m. is still in the office and leaves Monday, Dec. 16, at 7.20 a. m. by electric car.

Fitchburg, Mass.—The entire amount of this mail is derived from matter that was formerly sent by mail and is not new business. Have had no comments or complaints from patrons.

Leominster, Mass.—Business men have appreciated, prior to December 1, the service given their New York City mail, which arrives here at 7.20 a. m. Since that date I am in receipt of numerous complaints relative to the irregularity of the arrival of said motor truck. (This morning mail referred to was formerly received by electric service from Worcester, this service having been superseded by truck.)

Worcester, Mass.—Best service is given by authorized dispatched by electric and train service. We are not situated in a farming section that has for sale light garden truck or eggs, butter, and cheese. The farmers and producers in this section can sell at their doors all supplies they raise; hence our trucks lose by this condition.

Merrimac, Mass.—One trip electric service superseded between Haverhill and Amesbury. Truck failed to run on December 11 and 12, 1918, but it is believed to be a good thing, although little interest shown by patrons.

Chelmsford, Mass.—Patrons are using the route to some extent, but the main convenience is to Lowell, Mass.

Camp Devens, Mass.—Military patrons are not interested in this route.

Sterling, Mass.—Route gives us a through northern route, but time of arrival of carrier on return trip very uncertain.

West Boylston, Mass.—The truck found it hard traveling last week and did not get back in time to get any of mail.

EXHIBIT NO. 3.

MOTOR-TRUCK MAIL ROUTE, WORCESTER, MASS., TO HARTFORD, CONN., 82.7 MILES.

Business, July, August, September, 1918.

Round trips _____ 78

Postage on mail carried, by classes:

First	\$23,470
Second and third	374
Fourth	3,616

Total	27,460
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Approximate expense	2,200
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War tax on first class deducted leaves	19,647
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Section of group route, Worcester, Mass., to New York, N. Y., 227 miles:

Leave 6 a. m.	Worcester	Arrive 6.30 p. m.
Arrive 12 noon	Hartford	Leave 12.45 p. m.
Leave 12.30 p. m.	Hartford	Arrive 12 noon
Arrive 6.30 p. m.	Danbury	Leave 6 a. m.
Leave 7 p. m.	Danbury	Arrive 8.15 a. m.
Arrive 11.45 p. m.	New York	Leave 3.30 a. m.

The surrounding country is hilly and rather poor. Winters are long and severe and snowdrifts are frequent. Roads are in good condition and suitable for year-round operation of truck, with the exception of possibly 30 days in winter, when heavy snows would interfere. Schedule is at present maintained with fair degree of regularity, though some car trouble has been experienced.

Products suitable for parcel post are small vegetables, eggs, and poultry. However, consumption is greater than production. The motor route has not caused production to be increased and there are but few shipments of food products by mail. The route is not regarded as a public necessity by patrons and postmasters, and but little attention is given to it.

Until recently the post office at Worcester dispatched a good deal of local and transit mail by motor truck to intermediate offices on route as far as Fiskdale, though traction service was available. At present this does not exist and electric service is used. On trip from Hartford to Worcester a large amount of fourth-class matter, consisting of registered parcels addressed to trans-Pacific points, is dispatched from Southbridge to Worcester. This mail is transferred to Railway Mail Service at Worcester. Distance, Southbridge to Worcester, 20.8 miles, and this mail diverted from other available service on instructions representative Fourth Assistant's office.

Motor route parallels steam and electric service for entire length. Closed pouch service between Fiskdale and Palmer, via electric car, discontinued because of route, and this has resulted in detriment to service. If this electric service were restored, all offices on route would have satisfactory mail service, without motor-truck route.

BRIEF OF POSTMASTERS' WRITTEN REPORTS.

Worcester, Mass.—Received verbal orders from Mr. D. L. Garvey, of the Fourth Assistant Postmaster General's Office, to send mail for Auburn, West Auburn, North Oxford, Dodge, Charlton, Charlton City, Southbridge, Glove Village, Sturbridge, Fiskdale, East Brimfield, and Brimfield over this route. Owing to numerous complaints received due to late running on motor truck we were requested by superintendent first division Railway Mail Service to discontinue this practice, and request was complied with at once. Hartford truck now leaves Worcester empty. Best service is given by electric and train service. The farmers and producers in this section can sell at their doors all supplies they raise.

Sturbridge, Mass.—This truck comes at just about the same time as the mail from Worcester on trolleys in morning, and at night from Springfield.

Southbridge, Mass.—Representative of the Fourth Assistant Postmaster General's Office gave orders when the route was established to send everything by motor route that would advance the mails by so doing. Truck did not run December 9 and 10, and so late on 11th and 12th that mail was sent by electric service.

Springfield, Mass.—It does not seem as though the patrons are using the motor route as fully as they might, although the service has been extensively advertised in all papers, through agricultural agencies, and wholesale produce concerns. It would be used more if better rates were obtainable.

Palmer, Mass.—The people do not say much about the route, but have no faith in it as it is very seldom on time, and they think that it will not be able to get through the snow in the winter.

Charlton City, Mass.—No interest is manifested in the service by patrons, but in time it is possible that they may use it more extensively.

East Brimfield, Mass.—We had no truck at night from the 9th to 13th of December, and no truck at all on the 11th.

Charlton, Mass.—Patrons have no interest in truck service.

Fiskdale, Mass.—Under date of November 14 received orders to use truck service instead of electric to Palmer and intermediate offices, and as a result Boston daily papers formerly received in the morning are delayed until afternoon. Patrons believe it to be the poorest service they have ever had.

Brimfield, Mass.—Service is unpopular due to irregularity, some patrons sending mail to other post offices for dispatch. When morning mail sent by electric service it was very large, but at present it is necessarily held over for afternoon dispatch by electric service. Recently morning mail by truck has arrived too late for connection with rural carriers.

Windsor Locks, Conn.—Truck service is not satisfactory due to unreliability, as during week ended December 14, 1918, three trips were omitted.

North Wilbraham, Mass.—Although route given due publicity, patrons not greatly interested, but may become more interested later.

Windsor, Conn.—Total postage value on parcels given to truck during week ended December 14, 1918, amounted to 66 cents; patrons state that it would be a good thing if operated regularly.

Auburn, Mass.—Seldom has anything to go on the truck, as gardeners take produce to Worcester for market. When truck service first started parcel-post mail was held in the afternoon for truck, but as it does not stop at the office very regularly all parcel-post mail is sent by train.

Suffield, Conn.—This is a tobacco-growing community and very little farm produce is raised, only enough for home consumption.

Hartford, Conn.—Motor route has not developed new business. No expressions from the patrons regarding it, but this section of the country is not particularly favorable for the work of such trucks, the farmers preferring to bring their own produce to the centers and dispose of them to the dealers in bulk rather than to individual customers.

EXHIBIT No. 4.

MOTOR TRUCK MAIL ROUTE, HARTFORD TO DANBURY, CONN., 75 MILES.

Business July, August, September, 1918.

Round trips	66
Postage on mail carried, by classes:	
First	\$2,237
Second and third	27
Fourth	2,248
Total	4,512
Approximate expense	1,675
War tax on first class, deducted, leaves	3,766

Section of group route, Worcester, Mass., to New York, N. Y., 227 miles:

Leave 6 a. m.	Worcester	Arrive 6.30 p. m.
Arrive 12 noon	Hartford	Leave 12.45 p. m.
Leave 12.30 p. m.	Hartford	Arrive 12 noon.
Arrive 6.30 p. m.	Danbury	Leave 6 a. m.
Leave 7 p. m.	Danbury	Arrive 8.15 a. m.
Arrive 11.45 p. m.	New York	Leave 3.30 a. m.

The country traversed by route is broken and hilly; roads generally in good condition, but bad in spots. Winters are severe and continuous operation of route may be occasionally interfered with by snow drifts. Otherwise, schedule can be maintained with fair degree of regularity.

Products suitable for parcel-post shipments are small vegetables. This production is not greatly in excess of consumption and neighboring large cities furnish ready market for such excess. The motor route has not caused production to be increased and there are very few shipments of food products by mail. As a whole, the route can not be termed as popular with the patrons, though a silk company located at Watertown, Conn., has requested that their mailings to New York go via the truck service.

A good deal of parcel post, containing miscellaneous articles of merchandise, is dispatched to the truck at Hartford, New Britain, Meriden, Waterbury, and Watertown, destined for New York City, western and southern connections, and as a rule the truck carries capacity loads. This manner of dispatch has no material advantage over regular train service, though the mail has fewer handlings. It is estimated that about 50 per cent of the mail taken to New York City requires additional mail transportation.

At New Britain, Conn., mail in direction of New York has been held back from other possible dispatches and accumulated for the motor truck, this action being taken upon instructions from a representative of the Post Office Department. The same condition exists at Waterbury and Watertown, considerable mail being dispatched in this manner, resulting in some delay.

The motor route parallels railroad service for practically its entire length and duplicates some star and rural route service. Upon arrival at Danbury the truck generally is loaded to capacity; at this point a change of drivers is made and the mail carried on through to New York. Mail facilities, without the motor truck, are believed adequate for real needs.

BRIEF OF POSTMASTERS' WRITTEN REPORTS.

Berlin, Conn.—The Berlin office is located between four cities; farmers take all produce to these cities. As far as the Berlin office is concerned, we seldom get any extra mail for truck, and it is a little uncertain.

Watertown, Conn.—A great many have taken advantage of this route, and I think later more will utilize it to a greater extent. The silk company claim their packages are received in New York City in better condition when shipped by this route. A large number is for special delivery, and they claim more expeditious handling.

Sandy Hook, Conn.—Patrons are depositing parcel post in the office as usual. Only in a few instances is it especially requested to be sent by truck. Some patrons have noted the fact that their parcels arrive at their destination more on scheduled time than formerly, but I do not think they have yet grasped the advantages of truck service.

West Cheshire, Conn.—I do not believe that patrons of this office are utilizing this route as fully as they might, for the reason that they are somewhat skeptical as to whether or not it has come to stay, and therefore do not want to make any definite plans concerning it. A number of the farmers own their motor trucks, and Waterbury, which is an excellent market, is only 8 miles away. These farmers seem to think that they can deliver their produce in the city cheaper than it could be sent by parcel post.

Waterbury, Conn.—Car travels too far to enable driver to accomplish purpose for which service designed.

New Britain, Conn.—All mail dispatched via this route is mail that was formerly dispatched by railway post office. First-class mail dispatched via this route was expedited by so doing. Fourth-class matter at this office between 11 a. m. and 1.20 p. m. for New York City and southern connection was diverted at the request of representative of Fourth Assistant Postmaster General.

Cheshire, Conn.—Patrons appreciate motor truck as supplemental mail service.

Kensington, Conn.—The patrons are using service to some extent; increase anticipated when permanency of route established. There was no service on December 12 and 13.

Oakville, Conn.—No new business has resulted through establishment of route. It is convenient in expediting mail to intermediate offices between regular train dispatches.

Milldale, Conn.—The route is well patronized and the people are pleased with the service. For week ended December 14, 1918, postage on mail sent by truck amounted to \$4.38.

Newtown, Conn.—Patrons are using route fully considering time of year (December), although it has not developed any new business.

North Woodbury, Conn.—Patrons appear pleased with service, but are not using it as fully as they might.

Meriden, Conn.—Motor route has not developed new business in mails. It is convenient in sending parcel-post mail to New York City and western and southern connections.

Hartford, Conn.—Motor route has not developed new business in mails. No expressions heard from patrons regarding service, but this section of the country is not particularly favorable for the work of such trucks, the farmers preferring to bring their own produce to the centers and disposing of it to the dealers in bulk rather than to individual customers.

EXHIBIT No. 5.

MOTOR-TRUCK MAIL ROUTE, DANBURY, CONN., TO NEW YORK, N. Y., 69.3 MILES.

Business July, August, September, 1918.

Round trips	78
Postage on mail carried, by classes:	
First	\$833
Second and third	86
Fourth	1,344
Total	2,263
Approximate expense	1,834
War tax on first-class, deducted, leaves	1,985

Section of group route, Worcester, Mass., to New York, N. Y., 227 miles:

Leave 6 a. m.	Worcester	Arrive 6.30 p. m.
Arrive 12 noon	Hartford	Leave 12.45 p. m.
Leave 12.30 p. m.	Hartford	Arrive 12 noon.
Arrive 6.30 p. m.	Danbury	Leave 6 a. m.
Leave 7 p. m.	Danbury	Arrive 8.15 a. m.
Arrive 11.45 p. m.	New York	Leave 3.30 a. m.

Country is partly hilly and partly level; roads are suitable; and climatic conditions favorable for year-round truck service and maintenance of schedule with fair degree of regularity.

Few vegetables and eggs are produced between Danbury and Stamford, and consumption greatly exceeds production. Between Stamford and New York City there is practically no food production, as territory is almost a continuation of cities. Motor route has not caused production of foodstuffs to be increased. As a whole there is not much interest manifested in route by the public and postmasters. At Danbury new business in transporting hats by mail has been developed. Postage of such mailings will probably reach \$30 weekly. The intention of mailer was to have these hats go via the truck service, but this seldom happens, as the truck on arrival at Danbury (where a change of drivers is made) from Hartford generally has a full load—in fact, practically always has a full load—and it is necessary to hold this parcel-post matter until the following morning for dispatch by train. On return trip from New York the mail is light, only a few sacks of newspapers and small amount of parcel post being transported. This could as well go by train.

Motor route parallels railroads for entire length and duplicates rural and city delivery service. In a capacity load food products would hardly amount to more than 1 per cent, and the route appears to be simply additional service without material benefit, there being excellent train service from all of this territory to New York, where about 50 per cent of the mail is given further dispatch to western and southern points. Connections are frequently missed. Attention is invited to the fact that service, both inbound and outbound, is at night.

BRIEF OF POSTMASTERS' WRITTEN REPORTS.

Danbury, Conn.—Hatters take advantage of this service in shipping hats. These formerly went by express.

Ridgefield, Conn.—Service appears very desirable for small parcels, but patrons hesitate to send large parcels on account of the expense involved.

Stamford, Conn.—The new service does not affect this office, it being situated on railroad with about 40 trains daily. Truck failed to appear during week ended December 14, 1918.

New Canaan, Conn.—We receive from this truck on an average of two sacks per day. We have not sent out anything as yet. Postmaster Cuff, of Danbury, called here in the fall to see about having the truck stop. I explained the condition of this office of leaving the lobby open until 10 p. m. for the convenience of the box owners. If we could lock the lobby and give the truck driver a key, we could send a lot of parcel post, from 4 to 12 sacks every night. If this could be arranged it would be a great saving on broken eggs. Many of our summer residents have their produce sent by parcel post to New York City. Our office

closes at 7.30 p. m. and the truck comes through from 9 to 11 p. m. I think that it would be a good thing for the public, as all of our parcel post has to change cars at Stamford, Conn.

New York, N. Y.—This route is not being used to a considerable extent by patrons of this office. No first-class mail is forwarded by truck.

EXHIBIT No. 6.

MOTOR TRUCK MAIL ROUTE, WILMINGTON, DEL., TO KENNETT SQUARE, PA., 47.5 MILES; VIA BRIDGETON, N. Y.

Business, July, August, September, 1918.

Round trips	—	L	79
Postage on mail carried, by classes:			
First	—		\$8, 535
Second and third	—		53
Fourth	—		527
Total	—		9, 115
Approximate expense	—		1, 570
War tax on first class deducted leaves	—		6, 270

Section of group route, Philadelphia, Pa., to Wilmington, Del., 106.2 miles:

Leave 7.30 a. m.	Wilmington	Arrive 1.50 p. m.
Leave 9.30 a. m.	Millville	Arrive 11.15 a. m.
Arrive 10.15 a. m.	Bridgeton	Leave 10.30 a. m.
Leave 11.30 a. m.	Millville	Arrive 7.30 p. m.
Arrive 3.30 p. m.	Philadelphia	Leave 4 p. m.
Leave 3.30 p. m.	Wilmington	Arrive 6.45 p. m.
Arrive 4.45 p. m.	Kennett Square	Leave 5.30 p. m.

Country partly level and partly rolling; road conditions suitable; and climate favorable for year-round operation of motor truck, barring exceptionally bad weather. Schedule can be regularly maintained, depending upon prompt ferry service.

Products suitable for parcel post are tomatoes, potatoes, fruits; also small quantities of eggs and poultry. Tomatoes largely purchased by canneries. Much is shipped in carload lots to Philadelphia and other large consuming centers. The motor truck is used but very little for transportation of food products, and production has not increased since its establishment. The general public and postmasters display no great enthusiasm over the service, and it is evidently not considered a public necessity, due mainly to good train service.

Traffic on the route is not heavy and appears to move evenly in each direction. A slight improvement in service between intermediate offices is afforded. Some transit mail is handled through Wilmington. The route practically parallels railroad service and some star and rural service is duplicated. Since its advent closed-pouch service between Wilmington and Kennett Square was discontinued, and the truck now is the only avenue of communication between these two points in a direct manner. It is claimed the truck service is more dependable. Cost of superseded service, \$624.50 per annum. If restored, it is believed mail service, without motor route, would be ample for real needs.

BRIEF OF POSTMASTERS' WRITTEN REPORTS.

Wilmington, Del.—Mail now sent over route was formerly sent by closed-pouch service, which has been discontinued. Service appears to be more regular than former closed-pouch service and route is being fully utilized by patrons.

Yorklyn, Del.—Route is only means of receipt and dispatch of mail, as closed-pouch service discontinued. There may be a slight increase in postal business and people like the service.

Kennett Square, Pa.—Route has not created new postal business.

Carneys Point, N. J.—Route has not created new postal business and patrons are not using it to fullest extent possible.

Shiloh, N. J.—Route has not created new postal business. Have tried sending eggs over the route, but there were so many broken that it was necessary to discontinue such mailings. The farmers do not understand or appreciate the importance of this route. Much more mail should be received by us than at present.

Quinton, N. J.—Very little is sent on route. Patrons think it is all right.

Hockessin, Del.—Route has created some new business in fourth-class mail. Patrons are using it and it affords the best service they have ever had and all are pleased with it.

EXHIBIT No. 7.

MOTOR-TRUCK MAIL ROUTE, PHILADELPHIA, PA., TO MILLVILLE, N. J., 58.7 MILES,
VIA BRIDGETON, N. J.

Business July, August, September, 1918.

Round trips	79
Postage on mail carried, by classes:	
First	\$3,702
Second and third	16
Fourth	1,630
Total	5,348
Approximate expense	1,956
War tax on first class, deducted, leaves	4,114

Section of group route, Philadelphia, Pa., to Wilmington, Del., 106.2 miles:

Leave 7.30 a. m.	Wilmington	Arrive 1.50 p. m.
Leave 9.30 a. m.	Millville	Arrive 11.15 a. m.
Arrive 10.15 a. m.	Bridgeton	Leave 10.30 a. m.
Leave 11.30 a. m.	Millville	Arrive 7.30 p. m.
Arrive 3.30 p. m.	Philadelphia	Leave 4 p. m.
Leave 3.30 p. m.	Wilmington	Arrive 6.45 p. m.
Arrive 4.45 p. m.	Kennett Square	Leave 5.30 p. m.

Country level; climatic conditions favorable; roads suitable; winters of about three months' duration and frequently severe. At present schedule is not regularly maintained and unusual weather will cause more difficulty.

Products: Eggs, poultry, fruits, berries, vegetables in season. Only eggs and poultry in winter and in limited amounts. Production is in excess of consumption, and this is mostly collected by individuals and shipped by express to commission houses in large quantities. Motor-truck service has not increased production and the route can not be termed either as popular or unpopular, the people being rather indifferent. Freight and express rates are cheaper than mail.

Traffic on the motor route appears to be mainly one way, such food products as are dispatched on the route being in direction of Philadelphia, and this is practically all long haul. Railway service is frequent and nearly all mail carried is diverted, with little or no advance resulting through use of motor truck. There is but little mail of local origin and destination, additional mail service being required both before receipt and after dispatch. Mail is generally held back from other possible dispatches, the belief of postmasters being that this was desired by the department.

Motor route parallels railroad line for practically its entire length and duplicates some rural service. No other mode of service has been discontinued on account of the route, it being merely supplemental service, though other service now in operation appears entirely adequate.

BRIEF OF POSTMASTERS' WRITTEN REPORTS.

Philadelphia, Pa.—No mail forwarded on route because of other service.

Millville, N. J.—Route has not created new business in mails. Patrons appear indifferent to route as they have excellent mail service by train.

Bridgeton, N. J.—Route has not created new business in mails. It is not fully utilized by patrons. They would use it more if heavier parcels could be accepted.

Malaga, N. J.—Route is used very little and patrons have nothing to say concerning it.

Clayton, N. J.—Route has not created new business in mails. It is not fully utilized by patrons.

Glassboro, N. J.—Route has not created new business in mails. It is used but little. In summer and fall some fruit sent.

Westville, N. J.—Route has not created new business in mails. Westville is suburb of Philadelphia and has good train service.

Franklinville, N. J.—Route has not created new business in mails. Patrons are not using it fully and do not think much of it.

Pitman, N. J.—Route has not created new business in mails. Pitman is suburban town and the service is not specially needed.

Vineland, N. J.—Considerable parcel post sent on route from Vineland. Possibly new business. Postmaster makes no comments concerning route.

Woodburn, N. J.—Route has not created new business in mails. It is not being used much, as the town has a "Farmers' Public Market."

EXHIBIT No. 8.

MOTOR-TRUCK MAIL ROUTE, KENNETT SQUARE, PA., TO PHILADELPHIA, PA. 72.3 MILES.

Business Juty, August, September, 1918.

Round trips	79
Postage on mail carried, by classes:	
First	\$6,114
Second and third	140
Fourth	1,392
Total	7,646
Approximate expense	2,490
War tax on first class, deducted, leaves	5,608
Section of group route, Kennett Square, Pa., to New York, N. Y., 183.4 miles:	
Leave 7.15 a. m. Kennett Square	Arrive 9.20 a. m.
Arrive 8.15 a. m. Wilmington, Del.	Leave 8.20 a. m.
Leave 9.30 a. m. Kennett Square	Arrive 11.40 a. m.
Arrive 10.30 a. m. Oxford, Pa.	Leave 10.40 a. m.
Leave 12 noon. Kennett Square	Arrive 7 p. m.
Arrive 3.30 p. m. Philadelphia	Leave 4 p. m.
Leave 3.30 p. m. Philadelphia	Arrive 3 p. m.
Arrive 8 p. m. Flemington, N. J.	Leave 10 a. m.
Leave 9 p. m. Flemington, N. J.	Arrive 9.30 a. m.
Arrive 2.30 a. m. New York	Leave 4.30 a. m.

Country is rolling and hilly; roads suitable and climatic conditions favorable for year-round operation of truck and maintenance of schedule, except during infrequent severe storms and car trouble.

Principal products are mushrooms, eggs, fruits, shrubs, snuff, and fiber. Production of mushrooms has no doubt been stimulated because of this truck service, operating in connection with others from West Chester and Kennett Square, Pa. About 75 per cent of the mushrooms exported is via truck service, and some eggs, poultry, fruit, paper fiber, and snuff is also mailed. The increase in the production of mushrooms can not be entirely credited to the truck service, as the demand for this article of food has increased during the past several years because of inability to import the product from France. The principal market is New York.

The motor route appears to be very popular with some postmasters, while others are indifferent. It is exceedingly popular with mushroom and shrub growers, and is deemed necessary for Philadelphia and New York shipments. At offices where railroad service is not good the service is well liked.

On the Oxford branch of this route mail is principally in direction of Philadelphia; on Wilmington branch mainly toward Wilmington. Principal parts of loads between Kennett Square and Wilmington are short-haul, 8 miles; between Oxford and Philadelphia loads are completed at West Chester, 27 miles from Philadelphia, though considerable mail is taken on at Oxford and West Grove.

Mail by truck from Kennett Square to Wilmington is advanced four hours over other possible dispatches, with a corresponding advantage in mail dispatched in opposite directions, though there is no advantage for late evening collections at Wilmington for mail destined to Kennett Square, as that will go as quickly by railway post office via Philadelphia. From Philadelphia to West Chester this route is without benefit.

Transfer connections by railroad are at Philadelphia and Wilmington, mainly, and to some extent at West Chester and Avondale. Destination of produce is Philadelphia mainly, with transshipment of a portion for New York. On return trip store goods are shipped to merchants at Oxford and other points, the postmaster at Oxford having pointed out to merchants the advantage of truck over railroad on account of less handling and breakage.

Mushrooms are brought to West Chester, Kennett Square, and Oxford by producers, especially for the truck transportation, but are not held back by the postmasters. At Kennett Square truck makes detour of a half mile or thereabouts to one grower's place to get his mushrooms, thereby giving special service. At West Grove, producers time delivery of shrubs at post office so as to directly connect with truck. At Unionville, Pa., and offices in Delaware between Wilmington and Kennett Square, Pa., truck service is all that is now available, rail means of transportation having been superseded.

Substantially all the route in Pennsylvania is paralleled by steam or electric lines, over which mail is or has been transported, and same is true for that part of the route in Delaware, except for 2 miles between Kennett Square and Yorklyn. This truck route duplicates other motor-truck service in its entirety.

The main value of this motor-truck route is to give an early morning delivery to offices between Kennett Square and Wilmington, Del., now without railroad service, thus making a double daily service in connection with the Wilmington-Bridgeton-Kennett Square route over that 12 miles, plus a detour of 2 miles from Yorklyn to Hockessin. It also provides an evening mail to Unionville, Pa., from Philadelphia, now without service by electric line as formerly. If superseded railroad service were restored it would be adequate for all needs. Other than as above outlined the route seems to have little value except as additional service.

EXHIBIT No. 9.

MOTOR TRUCK MAIL ROUTE, FLEMINGTON, N. J., TO PHILADELPHIA, PA., 51.1 MILES.

Business, July, August, September, 1918.

Round trips	79
Postage on mail carried, by classes:	
First	\$2,531
Second and third	58
Fourth	775
Total	3,364
Approximate expense	1,759
War tax on first class, deducted, leaves	2,520

Section of group route, Kennett Square, Pa., to New York, N. Y., 183.4 miles:

Leave 7.15 a. m.	Kennett Square	Arrive 9.20 a. m.
Arrive 8.15 a. m.	Wilmington, Del.	Leave 8.20 a. m.
Leave 9.30 a. m.	Kennett Square	Arrive 11.40 a. m.
Arrive 10.30 a. m.	Oxford, Pa.	Leave, 10.40 a. m.
Leave 12 noon	Kennett Square	Arrive 7 p. m.
Arrive 3.30 p. m.	Philadelphia	Leave 4 p. m.
Leave 3.30 p. m.	Philadelphia	Arrive 3 p. m.
Arrive 8 p. m.	Flemington, N. J.	Leave 10 a. m.
Leave 9 p. m.	Flemington, N. J.	Arrive 9.30 a. m.
Arrive 2.30 a. m.	New York	Leave 4.30 a. m.

Country somewhat hilly; roads fair; climatic conditions favorable. Schedule at present maintained with fair regularity and it is believed route could be operated entire year, barring exceptional weather.

Products suitable for mailing are eggs, poultry, butter, and vegetables. Motor route has not increased production, but there is some excess, which is transported by mail, freight, and express. Percentage by mail not so great as by express and freight.

At most offices route appreciated as supplemental service, but not utilized greatly for disposal of products excepting perhaps in vicinity of Doylestown, Pa., and Flemington, N. J.

Perishable products are in the direction of Philadelphia and New York and are long haul; outgoing mail consists of nonperishable or fragile matter and frequently of much weight.

Bulk of mail on this route, though diverted from other means of transportation is intended for delivery at Philadelphia, Pa., or New York and points beyond. The truck operating over this section continues to New York but a change of drivers is made at Flemington, N. J.

From some of the offices between Philadelphia to Flemington mail for New York and points beyond has been diverted to truck to some extent, for the reason that the regular dispatch of mail at night from the offices en route is in the direction of Philadelphia, and to some extent complete dispatch has not been made on the regularly authorized dispatches; this pertains more directly to parcel-post matter, although some letter mail has been dispatched in the same manner.

Railroad service is paralleled from Philadelphia to Hatboro, a distance of 18.6 miles, deviates from the railroad at that point and crosses country to Doylestown, passing four offices now supplied by star-route service. Doylestown has closed-pouch service to Lansdale connection with R. P. O. service and electric-car line to Philadelphia. From Lambertville to Flemington, distance of 12.1 miles, closed-pouch service is operated.

Service other than by motor truck is believed to be adequate for the present needs of the various offices. Lambertville, an office on this route, is 45 miles from Philadelphia and 59.4 miles from New York, is in a productive section, but the market for produce is in the direction of Trenton, N. J., down the Delaware River a distance of 16 miles, shipments being made by rail or else hauled to market by the producer in his own conveyance.

SECTION ROUTE, FLEMINGTON, N. J., TO PHILADELPHIA, PA.—STATEMENT OF POSTMASTER.

Flemington, N. J.—Practically all parcel post is new business; postage in one week, \$4. Not using route fully at present.

Philadelphia, Pa.—Patrons on route pleased because of more direct delivery of mail, although there is good railroad dispatch.

Doylestown, Pa.—A little new business in eggs and flowers. Express rate cheaper is reason for small use of route.

Ringoes, N. J.—No new business. Schedule not regularly maintained. Not much to send at this time of year, though garden truck is available in season.

Aquetong, Pa.—No new business. Not much use for route because of other dispatches. But little parcel post sent and patrons do not use route fully.

Jenkintown, Pa.—No new business. Truck not regular in schedule. Patrons do not seem to think much of route.

Holicong, Pa.—No new business. Patrons pleased with route and like it as supplemental service.

Buckingham, Pa.—No new business. Patrons using route, but other service is very good and this is used mostly.

Furlong, Pa.—No new business. Truck not used much. Is small fourth-class office and has five mails a day, not including truck service.

Mechanics Valley, Pa.—No new business. But little to mail. More received than dispatched.

Jamison, Pa.—No new business. Route not being fully used and not much said concerning it by patrons.

Willow Grove, Pa.—All mail sent by truck is new business; in one week 4½ pounds of first class and 19 pounds of fourth. Truck can not be depended on and not fully used. Schedule very irregular.

Hatboro, Pa.—No new business. Patrons pleased because mail arrived more quickly than by train.

New Hope, Pa.—No new business. Route being fully used and liked by patrons.

Abington, Pa.—No new business. Route not fully used by patrons, but appreciated.

Hartsville, Pa.—No new business. Patrons do not seem to care anything about route. They do not seem to think we need it, as we have a mail out at 6.30 a. m. and one in at 8 a. m., one out at 4.30 p. m. and one in at 6 p. m. Some of them feel that we may only have one mail a day in and out and not in favor of it.

EXHIBIT No. 10.

MOTOR TRUCK MAIL ROUTE, FLEMINGTON, N. J., TO NEW YORK, N. Y., 60 MILES.

Business, July, August, September, 1918.

Round trips	73½
Postage on mail carried, by classes:	
First	\$509
Second and third	13
Fourth	907
Total	1,479
Approximate expense	1,931
War tax on first class, deducted, leaves	1,293

Section of group route, Kennett Square, Pa., to New York, N. Y., 183.4 miles:

Leave 7.15 a. m.	Kennett Square	Arrive 9.20 a. m.
Arrive 8.15 a. m.	Wilmington, Del.	Leave 8.20 a. m.
Leave 9.30 a. m.	Kennett Square	Arrive 11.40 a. m.
Arrive 10.30 a. m.	Oxford, Pa.	Leave 10.40 a. m.
Leave 12 noon	Kennett Square	Arrive 7 p. m.
Arrive 3.30 p. m.	Philadelphia	Leave 4 p. m.
Leave 3.30 p. m.	Philadelphia	Arrive 3 p. m.
Arrive 8 p. m.	Flemington, N. J.	Leave 10 a. m.
Leave 9 p. m.	Flemington, N. J.	Arrive 9.30 a. m.
Arrive 2.30 a. m.	New York	Leave 4.30 a. m.

Country somewhat rolling, roads fair but worn, and from Bound Brook, N. J., to Newark, N. J., a distance of 26.2 miles, are badly cut up from the heavy amount of trucking carried on. Winters are not exceptionally bad and there is no reason why service could not be maintained with a fair degree of regularity. At present schedule is operated fairly well.

Products suitable for transmission by parcel post, as eggs, butter, poultry, and vegetables, but if any is received in quantity some must be taken on in the vicinity of Flemington, as the towns of Somerville, Bound Brook, and Plainfield are large and all surplus is promptly disposed of in these places.

Not much interest is manifested in truck route. The postmaster at Flemington is of the opinion that there is a good future for this class of service and that production will increase in that vicinity.

Food products carried on this route are in the direction of New York; on the outward trip from New York, truck is used for dispatch of mail of all classes to Newark, N. J., which is 10 miles distant from New York, and for Bound Brook and Flemington, N. J. There is no apparent reason for the dispatch from New York to Newark, as there is ample R. P. O. service between these points. The postmaster at Flemington claims benefit by this dispatch but the gain in time is small. Postmaster at Bound Brook sees no advantage in use of truck.

Mails dispatched from New York mostly originate at that place, but some connection mail is included. The office of Newark has been using truck to dispatch mail to Irvington Branch, 3 miles distant; this has been done to relieve electric-car service, but none has been discontinued. Diversion is shown by fact that dispatches are made from New York to points reached by railroad service, without apparent gain in time. This route parallels the New York and Mauch Chunk R. P. O. from Whitehouse Station to Plainfield, a distance of 15.5 miles, and there is closed-pouch service between Flemington and Somerville, distance 15.49 miles; from New York to Newark, 10 miles, railroad service is paralleled, and from Newark to Irvington Station electric-car service is duplicated.

Present service, other than by motor truck, is adequate. No credit should be allowed for postage on mail dispatched from New York, as regularly authorized service is ample to meet all demands.

SECTION ROUTE, FLEMINGTON, N. J., TO NEW YORK, N. Y.—STATEMENT OF POST-
MASTERS.

Whitehouse, N. J.—No new business. Truck irregular in schedule. Route not being used extensively.

Scotch Plains, N. J.—Route not used. Truck runs after office is closed.

North Branch, N. J.—Nothing dispatched.

Plainfield, N. J.—Mail advanced by use of truck. The service has not been established long enough for the public to appreciate it and again the schedule is quite irregular, and we hesitate to publish it too prominently until it is more dependable.

Newark, N. J.—No new business and no special effort made to utilize route.

Irvington, N. J.—Nothing received or sent direct. Mail forwarded to Newark for connection with truck. Office closed at time of running.

New York, N. Y.—Requests were made to this office by the postmasters at Flemington and Newark, N. J., to send all mails, except registered, on route 710002, and from the postmaster at Bound Brook, N. J., to dispatch all parcel-post mails on this route. These mails were formerly dispatched by trains of the Central Railway of New Jersey and Delaware, Lackawanna & Western Railway. From the amount of postage canceled at this office of mail forwarded on route 710002, it appears that patrons of this office are utilizing this service to considerable extent; have advised that shipments are received in better condition.

EXHIBIT No. 11.

MOTOR TRUCK MAIL ROUTE, GETTYSBURG TO LANCASTER, PA., 52.1 MILES.

Business, July, August, September, 1918.

Round trips	79
Postage on mail carried, by classes:	
First	\$5,824
Second and third	75
Fourth	789
Total	6,688
Approximate expense	1,497
War tax on first class, deducted, leaves	4,747

Section of group route, Baltimore, Md., to Lancaster, Pa., 105.1 miles:

Leave 6.30 a. m.	Baltimore	Arrive 5.30 p. m.
Arrive 11.30 a. m.	Gettysburg	Leave 12.30 p. m.
Leave 12.30 p. m.	Gettysburg	Arrive 11.30 a. m.
Arrive 5.30 p. m.	Lancaster	Leave 6.30 a. m.

Country, though rolling, in greater part level. Climatic conditions favorable for operation motor service and roads suitable entire year. Service and schedules should be maintained without difficulty, barring accidents.

General farming followed; surplus eggs, butter, fruits, and poultry coming within "farm-to-table" theory. No increased production. Local merchants and hucksters patronized quite extensively by farmers in disposing of surplus produce; large shipments by freight and express. Small per cent produce sent by mail. No great interest in truck service; in few instances popular as an additional supply between intermediate post offices.

On southbound trip for month of November postage value on all matter carried by truck amounted to \$1,239.21, of which 90 per cent was received at Lancaster. Of this mail approximately 80 per cent was dispatched at Columbia, a distance of 10.3 miles; 75 per cent of the mail received at Lancaster represented transit matter. Truck leaves Lancaster 6.30 a. m.; due Columbia, 7.28 a. m. Train leaves Lancaster 6.40 a. m.; due Columbia, 7.09 a. m. On northbound trip Columbia sends all mail in office for Lancaster and connections when truck due to depart. Only mail for Lancaster advanced, involving only few minutes over train service. This mail, with that received from connecting motor route from McConnellsburg at Gettysburg, hauled to and dispatched at Lancaster. Egg shipments dispatched at Lancaster held until following morning for further transportation by truck service, involving delay of 12 hours.

Motor route parallels railroad and electric lines for its entire length, and practically duplicates rural service for like distance. No service has been superseded, and not feasible that any should be superseded or discontinued. Disregarding eggs received from connecting motor service at Gettysburg, and in small shipments at intermediate offices between Gettysburg and Lancaster, alone not warranting the continuance of the service, there is no necessity for the route.

BRIEF OF POSTMASTERS' WRITTEN REPORTS.

Gettysburg, Pa.—Approximately 90 per cent business formerly handled by freight and express. (For period of one week postage amounted to \$3.82.) Patrons not using route to fullest extent possible, but business increasing, and it is important as a connecting route for the McConnellsburg motor service.

Lancaster, Pa.—Favorable comment heard, but one drawback is the 70-pound limit. Route especially advantageous to Columbia in the earlier receipt of first-class mail and daily papers.

Mountville, Pa.—Patrons not using the service, and no new business to be reported.

Columbia, Pa.—One shipment eggs weekly with postage of 75 cents seems to represent the new business. Route takes some of the parcels formerly sent by train, but some of the shippers would rather have their goods sent that way.

Wrightsville, Pa.—No portion of the mail sent by the truck is new business, but in a very few instances patrons have requested to have parcels sent by the truck.

Thomasville, Pa.—Patrons not sending much produce; only a few eggs at infrequent periods.

York, Pa.—No new business and questionable whether patrons utilizing truck service as fully as they might. No interest shown in face of publicity given.

Hellam, Pa.—Many shippers could, but do not, use the truck service, for reason they claim department slow in making adjustment in case loss or damage.

New Oxford, Pa.—For period six days postage on parcels sent by truck amounted to \$2.96, of which 50 per cent is said to represent new business. Patrons seem pleased with service.

Abbottstown, Pa.—Some new business in shipment of eggs, but route not utilized extensively and not much interest is shown.

EXHIBIT No. 12.

MOTOR TRUCK MAIL ROUTE, BALTIMORE, MD., TO GETTYSBURG, PA., 53 MILES.

Business, July, August, September, 1918.

Round trips	79
Postage on mail carried, by classes:	
First	\$9,002
Second and third	162
Fourth	832
Total	9,996
Approximate expense	1,523
War tax on first class, deducted, leaves	6,995

Section of group route, Baltimore, Md., to Lancaster, Pa., 105.1 miles:

Leave 6.30 a. m.	Baltimore	Arrive 5.30 p. m.
Arrive 11.30 a. m.	Gettysburg	Leave 12.30 p. m.
Leave 12.30 p. m.	Gettysburg	Arrive 11.30 a. m.
Arrive 5.30 p. m.	Lancaster	Leave 5.30 a. m.

Country hilly; climatic conditions normally favorable and roads suitable for all the year operation except between Westminster and Pennsylvania line, 19 miles, where it is badly worn, requiring cautious driving; bad following heavy rains and thaws. Schedule maintained fairly well.

Local products available for parcel post; eggs, poultry, butter, fruits, meats, vegetables in season, with considerable surplus. No increased production apparent since route established. Country canvassed by hucksters; express and

railroad service excellent. No apparent increase in postal revenue. Postage rates in excess of express and more strict as to packing. No reduction in prices.

As a whole not much interest manifested in truck route, although supplemental service appreciated.

Bulk of mail each way is between Baltimore and Reisterstown, a distance of 21 miles. Very little advanced in view of other existing service and no time saved by dispatch on truck on outgoing trip, and on incoming only time saved results to mail for delivery in Baltimore.

About one-half mail received and dispatched by truck has had, or requires additional service, Baltimore being principal point of receipt and transfer. Only saving is in number of handlings.

Mail of all classes, forming bulk of load leaving Baltimore, is withheld from Baltimore and Cumberland R. P. O., train 1 for delivery by truck to Owings Mills and Reisterstown, Md., without any gain in time over R. P. O. Mail scheduled for dispatch from Westminster on trip to Baltimore is advanced as to departure but makes no material gain over arrival by R. P. O., reasons—to save handlings and use the truck.

This truck route practically parallels railroad service and duplicates star and rural routes entire length. None discontinued.

Present service, other than motor, is excellent and adequate.

EXHIBIT No. 13.

MOTOR-TRUCK MAIL ROUTE, WASHINGTON, D. C., TO GETTYSBURG, PA., 88.05 MILES.

Business July, August, September, 1918.

Round trips	79
Postage on mail carried, by classes:	
First	\$9,030
Second and third	296
Fourth	1,864
Total	11,190
Approximate expense	2,296
War tax on first class deducted leaves	8,180

Section of group route, Washington, D. C., to McConnellsburg, Pa., 134.25 miles.

Leave 5.30 a. m.	Washington	Arrive 6.30 p. m.
Arrive 12 noon	Gettysburg	Leave 12.30 p. m.
Leave 12.30 p. m.	Gettysburg	Arrive 12 noon
Arrive 5.30 p. m.	McConnellsburg	Leave 7 a. m.

Country hilly. Roads suitable for motor operation, and travel should not be interrupted unless by exceptionally bad weather. Schedules not regularly maintained now.

Products: Eggs, butter, poultry, vegetables, meats, and milk, these being seasonable. No winter-grown vegetables. Production not increased by establishment of motor route. Bulk of surplus produce destined to private consumers in Washington and employees of the Post Office Department, and it is reported by the latter that produce has been purchased at reduced prices. Produce to postal employees represents new business in the mails. Hucksters operate extensively in the territory and purchase considerable of produce for subsequent disposal at near-by markets. The motor service is popular because it affords additional mail facilities, but it can not be termed a public necessity.

Heavy mails (all classes) on outbound trip as far as Gaithersburg, Md. (19.7 miles); from there practically nothing, and not much perishable goods in this direction. No mail advanced beyond Gaithersburg by truck. Principal inward mail is between Frederick and Washington, including some perishable parcel post. Practically only mail of local origin is directed to private consumers at Washington. Impossible to state definitely to what extent mails are received from railroad for dispatch by truck. About one-third reaching Washington is for further transportation by train. No mail is held back for trips from Washington. Mails arriving at Frederick, Md., by Lancaster and Frederick railway

post office, train 8250, and those on hand in the Frederick post office, are withheld from dispatches by railway post offices due to leave same time as truck and given to it.

Route parallels and duplicates railroad, electric lines, and rural service. One haul by Government-owned wagon service, Washington to Chevy Chase, is saved. Former service by rail and electric lines considered adequate, and the motor route presents features of short hauls, diversions, and delays.

BRIEF OF POSTMASTER'S WRITTEN REPORTS.

Washington, D. C.—Amount of new business can not be definitely stated, but some apparent. Citizens' associations in the city have become active in "farm-to-table" movement. Does not believe people in Washington are utilizing route as fully as they might, due to difficulty in locating suitable farmers who are willing to sell their products for transmission by parcel post.

Mount Airy, Md.—About 80 per cent of parcel post is new (\$1.49 postage in week). Route not being fully utilized, but generally thought to be a good thing.

New Market, Md.—But little new business. Patrons not fully utilizing route. Thinks it has a great future.

Frederick, Md.—No new business. Route utilized but very little.

Harmony Grove, Md.—No new business. Mostly all mail we send by train, as same is more direct. I hold all mail for truck for points on route. Patrons do not seem to appreciate route.

Lewisburg, Md.—Some new business. Shortage of farm help and high wages keep people from selling small packages of produce when they have a good market for goods in bulk.

Thurmont, Md.—About one-third parcel post new business (postage in week, \$1.77). People seem to be pleased to have route and are utilizing it as fully as possible, according to the scarcity of the products.

Emmitsburg, Md.—No new business noticeable. Very little trucking in locality.

Gettysburg, Pa.—About 80 per cent of parcel post is new (\$1.29 postage in week). Route not being fully utilized, but generally thought to be a good thing.

EXHIBIT No. 14.

MOTOR-TRUCK MAIL ROUTE, McCONNELLSBURG, PA., TO GETTYSBURG, PA., 46.2 MILES.

Buiness July, August, September, 1918.

Round trips	74
Postage on mail carried, by classes:	
First	\$588
Second and third	8
Fourth	356
Total	952
Approximate expense	1,127
War tax on first class deducted leaves	756

Section of group route, Washington, D. C., to McConnellsburg, Pa., 134.25 miles:

Leave 5.30 a. m.	Washington	Arrive 6.30 p. m.
Arrive 12 noon	Gettysburg	Leave 12.30 p. m.
Leave 12.30 p. m.	Gettysburg	Arrive 12 noon.
Arrive 5.30 p. m.	McConnellsburg	Leave 7 a. m.

Country in greater part mountains. Winters from December 1 to March 15, when snow blockades are likely to be encountered, but roads cleared in short time. Route traverses Lincoln Highway for entire length; kept in excellent condition at all seasons. Two trips omitted since establishment, due to burning of car; otherwise service and schedules maintained regularly.

Grain, fruits, vegetables, eggs, and butter raised in excess of local consumption. No increased production. Surplus produce assembled by local merchants

and hucksters and later shipped by freight or express, depending upon quantities for shipment. On December 17, 1918, truck carried 26 crates of eggs, all destined to Philadelphia, 16 of which were received at McConnellsburg, 9 at Cashtown, and 2 at Seven Stars, the last two shipments being sent by postmasters. Fulton County, of which McConnellsburg is the county seat, has no steam or electric lines; consequently service in that vicinity is popular. Some instances where motor service considered better means of shipping eggs. No great interest between Chambersburg and Gettysburg, only as an additional service and with postmasters who ship eggs and thereby increase cancellations of offices.

Traffic heaviest between McConnellsburg and Gettysburg, for reason that connections are made at latter points with other motor service. Star-route carrier on first morning trip McConnellsburg to Chambersburg relieved of carrying parcel-post matter by direction Fourth Assistant, and such mail is now given motor service, leaving 30 minutes after departure of star route. As far as is known by the postmaster, no reduction in the compensation of the star carrier has been made. No advantage in this particular. Mail received from and dispatched at intermediate offices negligible. Truck of little utility between Chambersburg and Gettysburg, other than affording outlet on east-bound trip for shipments of eggs consigned to eastern points. Generally understood by postmasters that all produce shipments should be given to truck. Route connects at McConnellsburg with motor service for Pittsburgh via Stoystown.

Motor route duplicates star route No. 10576 from McConnellsburg to Chambersburg, and same character of service duplicated between Seven Stars and Cashtown, double daily, a distance of $21\frac{1}{2}$ miles, representing duplication nearly one-half length of motor route. From Chambersburg to Fayetteville the motor route parallels electric service, but the latter office is supplied by the former with closed-pouch service. Railroad and R. P. O. service is paralleled between Seven Stars and Gettysburg. No service superseded, except diversion of parcel-post mail from star route without benefit either in point of time or money saved.

Former service would be adequate if star-route carrier should be compelled to again transport parcel-post mail between McConnellsburg and Chambersburg via Fort Loudon. Discontinuance of motor service likely would result in loss of some shipments of eggs now forwarded by that mode of transportation. Possibility that star-route service between McConnellsburg and Chambersburg can be superseded by motor service for one trip daily. Might be good service move to supersede all star-route service with motor service between the two points, curtailing present service at Chambersburg, and there transferring mail destined to eastern points to R. M. S., as there is no necessity for the continuance of the motor service between Chambersburg and Gettysburg, other than to provide connection with other motor service.

BRIEF OF POSTMASTERS' WRITTEN REPORTS.

McConnellsburg, Pa.—Patrons not using route as fully as they might and as much as is to be expected in the future. Unanimous that it is a good thing for a rural community. Thirty-six dollars parcel-post mail for period six days ended December 14, 1918, of which 75 per cent is new business.

McKnightstown, Pa.—Patrons not using route fully; only 67 cents parcel post for period one week. Not very much interest displayed.

Fayetteville, Pa.—Patrons using route as fully as is to be expected during winter season. No comments heard.

Fort Loudon, Pa.—Considered a good thing, but not being used very extensively. For period six days postage on parcel-post mail amounted to \$1.36.

St. Thomas, Pa.—Patrons not using route as fully as they might. Postage for six days amounted to 76 cents.

Seven Stars, Pa.—Considerable new business, but patrons not using route as fully as they might.

Black Gap, Pa.—Patrons not patronizing route, but seem to believe it a good thing.

Cashtown, Pa.—Very few patronizing the route, but many speak favorably about it. For period of six days postage amounted to \$3.48.

Chambersburg, Pa.—Improves service to Gettysburg and intermediate post offices.

Gettysburg, Pa.—Patrons using the service more liberally than any other motor route, due to the fact that it traverses a section with poor railroad facilities. Predicted that in egg season one truck will be insufficient.

EXHIBIT No. 15.

MOTOR-TRUCK MAIL ROUTE, LANCASTER TO WEST CHESTER, PA., 47.5 MILES.

Business, July, August, September, 1918.

Postage on mail carried, by classes:

Round trips	79
First	\$2,898
Second and third	98
Fourth	2,195
Total	5,191

Approximate expense	1,186
War tax on first class deducted leaves	4,225

Section of group route, Lancaster, Pa., to New York, N. Y., 173.2 miles.

Leave 9 a. m.	Lancaster	Arrive 7.30 p. m.
Arrive 1.30 p. m.	West Chester	Leave 3.30 p. m.
Leave 3 p. m.	West Chester	Arrive 2 p. m.
Arrive 7 p. m.	Doylestown	Leave 10.30 a. m.
Leave 7.30 p. m.	Doylestown	Arrive 10 a. m.
Arrive 2.30 a. m.	New York	Leave 4 a. m.

Country hilly; winters extremely severe and of about four months' duration. Roads generally in fair shape, with occasional stretches where it is worn and stony. Believed service could be maintained throughout the year, but at times during winter it would be difficult to maintain schedule, especially during snowy periods. At present schedule is observed with fair degree of regularity, but frequent delay on return trip, due to carrier waiting for connection with other truck routes—West Chester—Doylestown, Kennett Square—Philadelphia.

Farming conducted on a large scale; country very productive, but not much small produce. Considerable eggs are shipped in season (March to June); only one shipper of large quantities, he being postmaster at New Holland, Pa., who gathers eggs from people surrounding New Holland. Others mail in small lots. Present dispatch about 60 crates weekly (30 dozen in crate). In season about 60 crates daily. Some poultry sent, especially at this season of year. These goods mainly to commission houses—formerly sent by express. No evidence of route having caused production to be increased.

Route appears popular with postmasters, mainly because it is supplemental service. Their opinion that people not patronizing it as fully as possible, but that business will increase.

Not much difference in weight of mail in either direction. As no other method of mail service has been discontinued, it is practically all diversion, with exception of certain parcel post (eggs) formerly sent by express. The parcel post (food products) is mainly east, from Lancaster to West Chester, and then by other trucks to Philadelphia and New York, and it is claimed this reaches purchaser in better condition than by express. Not believed any time saved.

Dispatch of mail both ways is made at Downingtown, Pa., to Philadelphia and Harrisburg R. P. O., which could go later by trolley line and make the same connection. Truck makes connection at Downingtown—trolley line to Philadelphia in opposite direction. Orders of chief clerk R. M. S. This dispatch to Downingtown, if continued, will probably necessitate additional messenger service at that point.

For practically the entire length motor truck parallels railroad and electric lines; also some duplications of other service. None discontinued.

Present service, other than motor, is believed to be adequate, and it is not feasible to eliminate any.

It is the opinion that depreciation of car would amount to about 80 per cent on account of roads.

BRIEF OF POSTMASTERS' WRITTEN REPORTS.

Lancaster, Pa.—Fourth-class matter is new (\$55.95 postage in week). Consists of eggs and perishable matter formerly sent by express. Route being fully utilized and well liked. Weight limits are against it.

West Chester, Pa.—Some parcel post new business (\$32.50 postage in week). Route not fully utilized at present. Is additional service, and makes possible advance of some mail.

Whitford, Pa.—No mail dispatched to route. All sent by star route.

Blue Ball, Pa.—No new business. Route not fully utilized by patrons.

New Holland, Pa.—About 80 per cent parcel post is new business (\$53.23 postage in week). Consists of matter formerly sent by freight and express. Route might be utilized more than it is. This is egg-producing section.

Beartown, Pa.—Some new business. Route fairly well utilized and appreciated.

East Earl, Pa.—New business consists of several crates of eggs that formerly went by express. Very few patrons using route.

Leacock, Pa.—Some new business in shipment of eggs that formerly went by express. Quantity not great. Route could be utilized more.

Fetterville, Pa.—Very little business. Route being utilized as fully as possible.

Bareville, Pa.—All parcel post is new business (\$5.59), weekly; formerly sent by express. Route could be used more than it is.

Guthriesville, Pa.—Shipment of eggs new; formerly express. Route fully utilized.

Honeybrook, Pa.—Some new business. Route not fully utilized at present.

Downingtown, Pa.—No new business. Route used but very little by patrons.

EXHIBIT No. 16.

MOTOR-TRUCK MAIL ROUTE, DOYLESTOWN, PA., TO WEST CHESTER, PA., 42 MILES.

Business, July, August, 1918.

Round trips	78 $\frac{1}{2}$
Postage on mail carried, by classes:	
First	\$582
Second and third	10
Fourth	549
Total	1,141
Approximate expense	1,042
War tax on first class, deducted, leaves	947

Section of group route, Lancaster, Pa., to New York, N. Y., 173.2 miles:

Leave 9 a. m.	Lancaster	Arrive 7.30 p. m.
Arrive 1.30 p. m.	West Chester	Leave 3.30 p. m.
Leave 3 p. m.	West Chester	Arrive 2 p. m.
Arrive 7 p. m.	Doylestown	Leave 10.30 a. m.
Leave 7.30 p. m.	Doylestown	Arrive 10 a. m.
Arrive 2.30 a. m.	New York	Leave 4 a. m.

Country somewhat hilly, roads are of stone construction, but a little worn, likely to cause greater depreciation of motor. There is an average of about three months' winter weather, but it is believed that service can be maintained throughout the year, except during unusual winter storms. At present the schedule is maintained regularly, except as to defects of mechanism of car or tire trouble.

There is not much small produce, but mushrooms are shipped in large quantities from the vicinity of West Chester and Lansdale. This product is shipped largely to New York merchants and are handled by commission men. These were formerly shipped by express, but such method is considered by the producers to be inferior to truck service. This new outlet for shipment of mushrooms has stimulated their growth to some extent. There have been a few shipments of cut flowers, but they are seasonable. There is no evidence that the establishment of this service has caused production to be increased at points other than West Chester and Lansdale.

Motor-truck service appears to be popular with postmasters and mushroom growers; by postmasters for the reason of an additional frequency of service; and by growers on account of direct service.

Prior to November 24, 1918, on which date direct service was established from West Chester, Pa., to New York, N. Y., by Army truck, a larger quan-

ity of mail was carried in the direction of New York. At present the flow of mail is approximately even both ways. Considerable mail is dispatched from Lansdale, Pa., to Doylestown, Pa., for transshipment to New York by Army truck; practically but little gain in time over other available dispatch. The principal shipment from Lansdale is the product of the Safe Guard Check Writer Co., but is neither perishable nor fragile. This is new business.

The greater percentage of first-class mail carried is for local destination, but fourth-class mail in direction of Doylestown is destined for New York and points beyond, being transferred at Doylestown. Mail for points beyond New York is given further dispatch by railroad from that point.

At Lansdale, Pa., where heaviest mail is received en route, truck is scheduled to arrive at 5.46 p. m., and Bethlehem & Philadelphia R. P. O. Train 318 arrives at 5.44 p. m. This R. P. O. is the regular outlet for mail from this point, transfer being made at Philadelphia for all mail for New York; however parcel post has been withdrawn from the R. P. O. and instead given to the truck. The reason given therefor being that the truck afforded direct service to New York. Apparently no consideration was given to the fact that a transfer was made from truck to truck at Doylestown when so dispatched. There appears to be no evidence of special instructions having been issued as to diversion of mail, other than when mail could be expedited by truck.

Railroad lines are paralleled and there is some duplication of rural service, but none has been discontinued. Present service, other than motor truck, is adequate to meet all demands of the offices on the route.

Operation of Army truck over the section is probably 50 per cent greater than cost of operation of smaller trucks.

COMMENTS FROM REPORTS BY POSTMASTERS.

Doylestown, Pa.—No new business; route fully patronized.

West Chester, Pa.—Parcel post in new business, postage \$162.74 in week. Route not yet fully utilized; comments on it favorable.

New Britain, Pa.—No new business. Route considered great convenience, but patrons have nothing to send at present.

Bridgeport, Pa.—Practically no mail sent on route.

Paoli, Pa.—No new business. Of not much use now, as there is nothing to send. Other mails thought sufficient. In summer there is some produce.

Montgomeryville, Pa.—No new business. Route not being fully patronized. Producers have trucks of their own.

Center Square, Pa.—A little new business. Route being used by patrons as much as possible, but they have nothing to send at this time of year, though they have some produce in season.

North Wales, Pa.—Some new business; stuff formerly went by trolley express. Route can not be depended upon, but patrons consider it an improvement and convenience.

New Centerville, Pa.—Route not used because of other dispatches.

Chalfont, Pa.—A little new business on stuff that formerly went by express. Route not fully utilized by patrons and schedule is inconvenient. Express more suitable.

Lansdale, Pa.—Some new business, mainly mushrooms. Route fully utilized and well spoken of by patrons.

King of Prussia, Pa.—No new business. There is not much produce shipped from here; they receive good prices at home. Patrons are very much pleased with route.

EXHIBIT NO. 16-D.

MOTOR TRUCK MAIL ROUTE, DOYLESTOWN, PA., TO NEW YORK, N. Y., 83.7 MILES.

Business, July, August, September, 1918.

Round trips _____ 79

Postage on mail carried, by classes:

First	\$53
Second and third	2
Fourth	2,209
Total	2,264
Approximate expense	2,089
War tax on first class, deducted, leaves	2,246

Section of group route, Lancaster, Pa., to New York, N. Y., 173.2 miles:

Leave 9 a. m.	Lancaster	Arrive 7.30 p. m.
Arrive 1.30 p. m.	West Chester	Leave 3.30 p. m.
Leave 3 p. m.	West Chester	Arrive 2 p. m.
Arrive 7 p. m.	Doylestown	Leave 10.30 a. m.
Leave 7.30 p. m.	Doylestown	Arrive 10 a. m.
Arrive 2.30 a. m.	New York	Leave 4 a. m.

NOTE.—Statement of facts included in brief Doylestown, Pa., to West Chester, Pa., route.

EXHIBIT No. 17.

MOTOR TRUCK MAIL ROUTE, PHILADELPHIA, PA., TO BEL AIR, MD., 96.1 MILES.

Business for July, August, September, 1918.

Round trips	79
Postage on mail carried, by classes:	
First	\$20,882
Second and third	520
Fourth	3,012
Total	24,414

Approximate expense	3,414
War tax on first class, deducted, leaves	17,453

Section of group route, Philadelphia, Pa., to Washington, D. C., 188.16 miles:

Leave 4.30 a. m.	Philadelphia	Arrive 8.30 p. m.
Arrive 12 noon	Bel Air	Leave 1 p. m.
Leave 1 p. m.	Bel Air	Arrive 12.30 p. m.
Arrive 8 p. m.	Washington	Leave 5.30 a. m.

Country rolling to hilly; roads suitable, and weather conditions favorable for year-round operation of truck and maintenance of schedule.

Products: Mushrooms, tomatoes, sweet corn, fruit, eggs, poultry, meats, shrubs, and flowers. Production is greater than consumption and surplus disposed of by freight, express, and mail. Hucksters are numerous. Motor route has stimulated production of mushrooms, and a good deal of this food is sent to New York and Philadelphia via truck service and by express to Boston and Pittsburgh. Postmasters are of divided opinion relative to utility of service, but general public is pleased; mushroom growers enthusiastic and using it extensively in shipping that produce.

Produce taken by truck in Pennsylvania moves one way, toward the north; in Maryland toward the south. Daily papers move south from Philadelphia to points in Pennsylvania. Principal part of loads, mushrooms, eggs, and shrubs, are mainly received at West Chester, Kennett Square, West Grove, and Oxford, Pa., 29, 42.2, 49.1, and 59.9 miles, respectively, from Philadelphia. Produce moved southbound by truck amounts to but little. Philadelphia papers sent by truck reach West Chester 6.15 a. m. and Oxford 8.20 a. m. West Chester has service by the Philadelphia and Port Deposit R. P. O., also closed-pouch service by the Pennsylvania Railroad from Philadelphia direct, and from the New York and Pittsburgh R. P. O., at Phoenixville, Pa., by closed pouch. Kennett Square and other offices south have Railway Mail Service as far as Rising Sun, Md. Produce could be shipped by mail facilities provided over the Pennsylvania Railroad into Philadelphia, and daily papers could be sent from there by existing mail facilities to offices on Philadelphia and Port Deposit R. P. O., and a reestablishment of closed-pouch service on electric line from Downingtown, Pa., could reach West Chester, Unionville, and Kennett Square, Pa., in ample season.

Very little mail received or dispatched by motor truck is received from or dispatched to railroad connections except at the termini, though some is transferred to the Kennett Square-Wilmington truck, northbound. Postmasters at Oxford, West Grove, Kennett Square, say shippers desire produce sent by truck on account of less handling and better care given it, and that the shippers bring in their produce timed to catch the truck. At Kennett Square it was found

that the truck on the Kennett Square-Philadelphia route made a detour direct to one mushroom shipper's place to get the produce, about three-fourths mile.

Motor route parallels railroad or intersects it three-fourths of the way and duplicates rural routes four-fifths of the way. At other points star service and electric lines are available. The route duplicates the Kennett Square-Oxford-Wilmington-Philadelphia route 60 miles. Electric service from West Chester to Kennett Square has been superseded.

Mail service, without motor route, would be adequate for real needs were the superseded electric service restored.

BRIEF OF POSTMASTERS' WRITTEN REPORTS.

Philadelphia, Pa.—Considerable mail sent, and about 20 per cent believed new business. Patrons fully acquainted with the advantages of the service on this route endeavor to utilize it as far as possible. They claim that parcel post is received in much better condition than by train service.

Bel Air, Md.—Route has created no new business in mails. Patrons are not using the motor-truck routes as much as they might. We find them quite a convenience, giving us additional mails about noon.

West Chester, Pa.—Some new business in parcel post (mushrooms). Patrons not yet fully using route, but they will when the advantages of the service are fully understood. There is business to be had, and the service is popular with our patrons so far as understood.

Kennett Square, Pa.—Very little new business created by route.

Oxford, Pa.—About one-half mail sent by truck is new business (\$10.65 parcel post in week). Route is fairly well patronized.

Darlington, Md.—Some new business has been created, and patrons are using the route a good deal. It is getting more popular, as parcel post is carried in much better condition.

Berkeley, Md.—About 60 per cent increase in parcel-post business (\$1.82 fourth-class postage in week).

Conowingo, Md.—Route has not created any new business. There is very little to ship at present, and the bulk of production is consumed locally.

Sylmar, Md.—Route has not created any new business. Patrons do not use it much. This is a small office, with four mail trains daily.

Rising Sun, Md.—Route has not created any new business. It has been utilized fully by patrons, but in this community they ship very little produce, eggs, and poultry, as the produce men drive to all the houses, and they receive a good price sold right at home. The people who have sent eggs by the truck have been well pleased by reports of the arrival in the city in good condition.

West Grove, Pa.—About 20 per cent increase in parcel post—shrubs, flowers, meats. Fourth-class postage in week, \$175.47. Route is well used.

Nottingham, Pa.—A little new business created by route. Patrons speak well of it, and it is believed business will increase.

Unionville, Pa.—A little new business created by route. It might be used more by patrons. They do not have much to say about it.

EXHIBIT No. 18.

MOTOR TRUCK MAIL ROUTE, WASHINGTON, D. C., TO BEL AIR, MD., 92.06 MILES.

Business, July, August, September, 1918.

Round trips	78 $\frac{1}{2}$
Postage on mail carried, by classes:	
First	\$15,567
Second and third	531
Fourth	1,507
Total	17,605
Approximate expense	3,238
War tax on first class, deducted, leaves	12,416

Section of group route, Philadelphia, Pa., to Washington, D. C., 188.16 miles:

Leave 4.30 a. m.	Philadelphia	Arrive 8.30 p. m.
Arrive 12 noon	Bel Air	Leave 1 p. m.
Leave 1 p. m.	Bel Air	Arrive 12.30 p. m.
Arrive 8 p. m.	Washington	Leave 5.30 a. m.

From Washington to Annapolis the country varies from level to gently rolling in places; from Annapolis to Bel Air it is hilly. Roads are good and suitable for motor truck operation throughout the year; there are a number of sharp curves between Fullerton and Bel Air, and accidents are of frequent occurrence. Service is irregular, owing to trucks breaking down and also to failure of drivers to maintain schedule.

Local products are vegetables, eggs, poultry, butter, meats, and table supplies generally; no apparent increase in production attributable to establishment of this route, and no developments indicating that its continuance in operation will influence use of the mails for conveying of foodstuffs beyond the normal trend in all localities. Produce shipped by mail is usually consigned to individual consumers. Many farmers residing adjacent to this route haul produce to the markets in Baltimore and Washington, where some have stalls and sell direct to the public; others sell to dealers and commission merchants; while still others ship by rail and water to Baltimore and elsewhere.

This route is popular at Bagley, Bel Air, and Benson, also Kingsville, as an additional mail facility; its primary purpose as a conveyor of foodstuffs seems not to have the consideration of residents in these localities, however, as they seem to regard it merely as an additional mail supply. There is no material interest manifested elsewhere.

The principal loads are carried from Washington to Lothian, where connection is made with the route Baltimore to Solomons going south, and from Annapolis to Baltimore on trips from Washington; no material gain in time on the latter, but connection at Lothian is important, and is the only one by which mail for a large section can be forwarded from Washington after departure of 12.40 a. m. R. P. O. train making connection at Baltimore. Returning to Washington, loads from Bel Air consist of mail received from the truck arriving from Philadelphia of all classes, and that originating in Bel Air for Baltimore and general destinations, all delivered at Baltimore except that for Washington direct. At Baltimore bulk mails for Glen Burnie and Annapolis are received, 3 to 5 sacks for each place, and from 5 to 12 sacks of parcel post (merchandise) for Washington and points beyond; mail for Glen Burnie is advanced 21 minutes, but earlier arrivals are provided by other (regular) supplies at Washington and Annapolis. On trip leaving Washington all mail is unloaded at Annapolis.

About one-third of the mail carried outward originates in Baltimore and Washington, respectively, and the same relative proportion carried inward is for delivery in each of those cities, the remainder having had other means of transportation before receipt on the route or to have it after leaving the route.

No mail is held back to give to this route, but that sent from Bel Air on the return trip to Washington is given an advance dispatch with no material benefit gained in arrival, which is the same result as that in the case of parcel-post mail sent from Baltimore for Annapolis and Washington. This is done on the general instruction to use the truck. Mail for points supplied between Baltimore and Washington on both trips is diverted on information contained in scheme changes published by the Railway Mail Service.

Route duplicates the Baltimore-Solomons route between Lothian and Baltimore, 45 miles; parallels the Baltimore and Annapolis closed-pouch line between those cities, also the closed-pouch line (electric railroad) Baltimore to Overlea; and duplicates the star route Overlea to Bel Air. Service by railway postal clerk between Annapolis and Baltimore was discontinued on establishment of this route and extension of the Solomons route to Baltimore.

This route is valuable as a means of connecting the Baltimore-Solomons route at Lothian on trip leaving Washington; otherwise it is of no material value and other facilities authorized afford ample service in the territory affected.

No instances obtainable in which consumers procure produce cheaper than by purchase in regular markets. Duplication of service by this route with other routes (electric and star) between Lothian, Annapolis, Baltimore, and Bel Air not warranted by general conditions; route is too long to give best results as experimental service.

BRIEFS FROM REPORTS OF POSTMASTERS.

Washington, D. C.—Amount of new business can not be definitely stated, but some is apparent. Citizens' associations in the city have become active in "farm-to-table" movement. Does not believe people in Washington are using route as fully as they might, due to difficulty in locating suitable farmers who are willing to sell their products for transmission by parcel post. See letter with report on route.

Lothian, Md.—Some new business in parcel post (\$1.23 in week). Patrons think well of route.

Grcnock, Md.—No business; supplemental mail service appreciated.

Harwood, Md.—Not much new business.

Upper Marlboro, Md.—No new business; not much to send by parcel post. Schedule irregular. Route patronized as fully as possible. Some patrons claim mail sent on route is delayed and ask to have parcels held over night for dispatch by Railway Mail Service; many others indifferent concerning this route.

Annapolis, Md.—Received orders from Railway Mail Service to discontinue pouch by train and send mail by truck.

Arnold, Md.—No new business; patrons of this office are using the route as usual, but we have had quite a little complaint lately on the service.

Baltimore, Md.—No new business. People do not utilize the route as extensively as they might. Perhaps not yet fully educated to its advantages.

Gardenville, Md.—Truck not used by patrons of this office.

Raspeburg, Md.—No new business. Route not being fully utilized and nothing said about it.

Overlea, Md.—No new business; patrons not utilizing route fully.

Fullerton, Md.—No new business; route not well patronized; hears no comments on service afforded thereby.

Bagley, Md.—All new business (69 pounds parcel post in one week). Patrons could use route more fully.

Bel Air, Md.—No new business; thinks patrons not utilizing route fully.

(No comments by nine postmasters on route.)

EXHIBIT No. 19.

MOTOR-TRUCK MAIL ROUTE, BALTIMORE TO SOLOMONS, MD., 92.08 MILES.

Business, July, August, September, 1918.

Postage on mail carried, by classes:

Round trips	79
First	\$38,406
Second and third	442
Fourth	2,515
Total	41,363

Approximate expense	3,301
War tax on first class, deducted, leaves	28,561

Leave 4.30 a. m. Baltimore Arrive 7 p. m.
Arrive 11.30 a. m. Solomons Leave 12 noon.

There are low hills, Baltimore to Annapolis; south of Annapolis country is generally level or slightly rolling; roads are good and climatic conditions favorable to all the year round operation of the route. Drivers are unable to operate on time, owing to frequent changes in same, numerous scheduled stops, and volume of mail handled, which results in failures to connect depending star routes.

Produce consisting of eggs, poultry, butter, etc., vegetables and garden truck form the products available for mailing. No material increase in production. Matter mailed is largely surplus from farm tables, although route traverses territory contiguous to market-gardening and truck-farming activities. Many truck farmers operate vehicles to markets in Baltimore and some freight shipments are made by boats plying on rivers and bays adjacent to route. Ship-

ment by other motor routes is more than the normal quantity. The Chesapeake Beach Railway connects part of the territory with Washington, D. C.

Local mails constitute bulk carried on southbound trips, the heaviest being for Glen Burnie and Annapolis and points as far as Prince Frederick; Solomons is the principal office beyond there, and on northbound trips mails grow heavy from Prince Frederick on. Electric car service between Baltimore and Annapolis affords equal facilities in point of time and connections to offices located thereon (Glen Burnie, Boone, Arnold, and Annapolis) for receipt and dispatch of mails. This route forms the principal supply for offices between Annapolis and Lothian, the sole supply of all south of there except Owings, a station on the Chesapeake Beach Road. From Baltimore to Annapolis the electric line is the principal supply. On the morning trip from Baltimore truck is due at Annapolis at 6.25 a. m., electric car is due at the railroad station at 6.20 a. m., unless the truck operates on time, and it is said to be from 20 to 30 minutes late frequently, there is no advantage in point of time in sending mail for Annapolis by this route. Truck is due at Glen Burnie at 5.25 a. m., electric car at 5.42 a. m.; evening mails leave Glen Burnie at 6.45 p. m., Annapolis at 7 and 10 p. m., by electric car.

This route carries from Baltimore 5 to 7 sacks and a small pouch for Glen Burnie, a pouch and from 10 to 20 sacks for Annapolis, the accumulation at Baltimore over night. Balance is accumulation for route; connection from Washington received at Lothian. This route is essentially a trunk-line star route; mail carried inward from Solomons is of local origin and is for general destinations; that for Washington is transferred to the Washington motor route at Lothian; one-half of the remainder is for Baltimore, the residue for further transportation by rail from that point.

Mails for Glen Burnie and Annapolis dispatched by truck from Baltimore formerly were dispatched via Baltimore and Annapolis closed-pouch line, electric, at 5.30 a. m. Apparent reason, to relieve screen-wagon service at Baltimore and Annapolis. Gain in time is about 15 minutes at each point if truck is on time, which has been taken as authority for diversion of mail from electric line.

Route parallels Baltimore and Annapolis closed-pouch line; Glen Burnie to Annapolis, 18 miles. No reduction in frequency of closed-pouch service; railway postal clerk between Baltimore and Annapolis discontinued—salary, \$1,200. No justification for truck service between Annapolis and Baltimore.

This route is the only service south of Owings, a station on the Chesapeake Beach Railway (closed-pouch line from Washington); distance from Owings to Solomons 37.2 miles; formerly service here was in connection with the Chesapeake Beach Railway trains due at Owings at 10.40 a. m. from Washington and 2.45 p. m. returning. It was manifestly impossible to make the round trip by star route from Owings to Solomons within that time, hence service below Prince Frederick was vastly inferior to that afforded by this route. Service was operated northward from Pindell to Lothian, connecting the same trains. This route is due at Owings at 8.40 a. m. going south and 2.50 p. m. returning and affords excellent service as a trunk-line star route.

It has no real value between Baltimore and Annapolis, the electric line affording all necessary service, except that truck can leave Annapolis earlier for Solomons than would be possible if the route headed from Annapolis and depended on the car arriving there at 6.20 a. m. from Baltimore for the mail; in that event, departure from Annapolis would likely be at 7.30 a. m. instead of 6.25 a. m., as scheduled.

BRIEFS FROM REPORTS BY POSTMASTERS.

Baltimore, Md.—No new business. People do not utilize the route as extensively as they might, although knowledge of its advantages has been thoroughly disseminated.

Solomons, Md.—No new business. To the best of my knowledge I believe the patrons utilize this route as fully as they can. I have heard some of them complain because the mail was so irregular the week of December 2, 1918; two days of that week it did not arrive or depart from this office.

Lothian, Md.—New business in parcel post (total amount dispatched) is small. Route fully utilized and patrons pleased.

Owings, Md.—No new business; route utilized fully; patrons satisfied.

Harwood, Md.—Not much new business.

Prince Frederick, Md.—The patrons of this office use the motor-truck route for all shipments of eggs, dressed poultry, butter, etc. Very few vegetables shipped over this route as this is not a trucking route (section).

Fort Republic, Md.—Fourth-class matter is new business (this is small). Patrons using the route only for eggs and poultry; other produce costs too much in postage and can be shipped cheaper by boat.

Huntingtown, Md.—About 10 per cent new business. Thinks patrons fully utilizing route. Patrons have made great complaint during December, when mail was as much as three days behind (service failed on three successive days); perishable, insured, and registered mail remained in the office three days awaiting a truck for dispatch.

Lusby, Md.—About three-fourths of parcel post new business (postage for one week, \$3.73.) Patrons utilizing route fully, but service bad lately.

Appeal, Md.—Some new business; route not fully utilized.

Mount Harmony, Md.—Using route as much as possible; service bad lately.

St. Leonard, Md.—New business in eggs and poultry; cheaper by parcel post. Utilized to full extent possible.

Tracy's Landing, Md.—People are not pleased with management of route.

Stoakley, Md.—No new business; service poor; route fully patronized.

EXHIBIT No. 20.

MOTOR TRUCK MAIL ROUTE, WASHINGTON, D. C., TO RIDGE, MD., 78.6 MILES;
EXTENDED NOVEMBER 1 TO SCOTLAND, MD., 80.6 MILES.

Business July, August, September, 1918.

Round trips	79
Postage on mail carried, by classes:	
First	\$12,237
Second and third	343
Fourth	2,260
Total	14,840
Approximate expense	2,126
War tax on first class, deducted, leaves	10,761

Section of group route, Washington, D. C., Scotland, Rock Point, and Waldorf, Md., 142.2 miles:

Leave 5.30 a. m.	Washington	Arrive 5.40 p. m.
Arrive 7.30 a. m.	Waldorf	Leave 4 p. m.
Leave 7.30 a. m.	Waldorf	Arrive 4 p. m.
Arrive 11.32 a. m.	Rock Point	Leave 12 noon.
Arrive 11.10 a. m.	Scotland	Leave 11.40 a. m.

Topography, hilly near Washington; balance of route rolling and level. Roads are good and climatic conditions favorable to all the year operation of trucks. Schedules maintained better than fairly well.

Farming section: Including tobacco raising, eggs, poultry, butter, oysters, meats, etc. There has been a marked increase of shipments by mail of food-stuffs, and some farmers are specializing in such mailings, showing an excess in production over local consumption. Other means of shipment, largely by boats on Potomac River, unsatisfactory. Excess of products and quantities of oysters shipped by mail. Route is popular because it is the only form of transportation connecting much of the territory reached with outside markets, and affords good mail service.

The principal loads carried from Washington are destined to Leonardtown and intermediate points, including connection for Waldorf-Rock Point route. It is the only supply for offices located beyond Leonardtown and loads carried beyond there vary according to the run of the mail. Loads carried to Washington originate locally on the route and are usually heaviest from Leonardtown in, including connection from the Rock Point route at Waldorf. It is a trunk line star route; advances mail for Waldorf on outgoing trips about two hours over other supply. No other competing point. Affords later outward dispatch for that office (fourth class). Mail delivered by track received at Washington is of general origin; possibly one-third at Washington; one-third at Baltimore; remainder elsewhere. All mail originating on the route and handled by the truck is carried into Washington. Destination as to quantities corresponds relatively with points at which mail for the route originates.

Mails are not held back for this truck, as it is the sole supply for all offices reached by it, except Waldorf; mail for that office is dispatched by other routes as well. This motor route does not parallel any other existing form of service; was a trunk-line star route before included with routes established primarily as experimental parcel-post routes.

This route is needed as a trunk-line star route; no railroad or electric line reaches territory beyond Waldorf, 23.7 miles from Washington; boats operated on the Potomac River do not carry mail, and service was unsatisfactory when they had a contract. No other form of service would answer the needs of the localities affected.

SECTION ROUTE, WASHINGTON, D. C., TO SCOTLAND, MD.—STATEMENT OF POSTMASTERS.

Washington, D. C.—Impossible to state what amount is new business, but there is evidence of some. Probable that patrons of Washington office are not taking full advantage of route, due to difficulty in locating suitable farmers who are willing to sell products for transmission by parcel post. A number of citizens' associations in city active in "farm to table" movement.

Scotland, Md.—About 50 per cent of parcel post is new business (\$6.12 postage in week). Route not fully utilized, but improving.

Great Mills, Md.—Nearly all of fourth-class matter formerly sent by freight. (Postage \$2.01 in week.) At present route not fully utilized by patrons, but believed it will improve.

Clinton, Md.—About one-fourth parcel post new business. Thinks patrons of office could utilize route to better advantage than they do at present, but many carry their produce to Washington as they have either motor cars or trucks of their own.

Mechanicsville, Md.—Parcel post is new business. Believes route fully patronized.

Bryantown, Md.—About 50 per cent parcel post new business. Route fully utilized.

Helen, Md.—Route being fully utilized.

St. Migoes, Md.—Considerable increase in parcel post. Route being fully utilized.

Park Hall, Md.—Some increase. Route fully utilized. Some complaint about service.

St. Marys City, Md.—Some increase. Route fully utilized.

Red Gate, Md.—No difference noted in mail. Route fully utilized, and well liked.

Charlotte Hall, Md.—Some increase in mail. Route fully utilized, and well liked.

Leonardtown, Md.—About 50 per cent increase in business. Believes route could be used more. Likes it because of receipt of papers earlier.

Ridge, Md.—About one-third increase in parcel post. Thinks patrons could utilize route more than they do. Truck failed three times to come as far as this office and some patrons who might ship dressed poultry are afraid to do so for fear the truck may miss the day of shipment, causing poultry to spoil.

Loveville, Md.—No increase in business. Route fully utilized.

Waldorf, Md.—About 25 per cent increase in parcel post. Does not believe route fully utilized.

EXHIBIT No. 21.

MOTOR TRUCK MAIL ROUTE, WASHINGTON, D. C., TO ROCK POINT, MD., 58 MILES.

[Changed Nov. 1, to operate between Waldorf and Rock Point, Md., 61.1 miles.]

Business, July, August, September, 1918.

Round trips	79
Postage on mail carried, by classes:	
First	\$5,680
Second and third	151
Fourth	1,075
Total	6,906
Approximate expense	1,573
War tax on first class, deducted, leaves	5,013

Section of group route Washington, D. C., Scotland, Rock Point, and Waldorf, Md., 142.2 miles:

Leave 5.30 a. m.	Washington	Arrive 5.40 p. m.
Arrive 7.30 a. m.	Waldorf	Leave 4 p. m.
Leave 7.30 a. m.	Waldorf	Arrive 4 p. m.
Arrive 11.32 a. m.	Rock Point	Leave 12 noon.
Arrive 11.10 a. m.	Scotland	Leave 11.40 a. m.

Country generally level, climatic conditions favorable year round. Roads generally good but worn badly between La Plata and Indianhead, 13.8 miles, which is covered four times daily. Services fairly regular and close to schedule.

Products are eggs, poultry, butter, meats, and oysters. Slight increase reported in produce sent from Rock Point and La Plata. Unlikely that continuance of route will materially influence production. Products shipped by mail, boat, and express (rail) to Washington and Baltimore. No way of determining increase in quantity shipped by mail.

Popular at offices off of railroad, between Faulkner and Rock Point, 17 miles. Others indifferent, except at Spring Hill and Bel Alton, where there is strong sentiment against it, because of irregularity and failure to connect with star routes. Outgoing mails local and all classes, the heaviest for Indianhead. Incoming mails vary according to run of mail. No offices are feeders, except White Plains, La Plata, Spring Hill, Faulkner, which have star routes.

Southbound mail local; northbound mail of equal proportions for Washington and further transportation, the latter principally for Baltimore. No evidence of mail held back from other dispatches. Parallels Bowie and Popes Creek R. P. O., Waldorf to Faulkner, 17 miles.Duplicates itself on La Plata-Indianhead retrace. Superseded star route La Plata to Indianhead, 13.8 miles, and Faulkner to Rock Point, 17 miles. A more complete service can be had by restoring star routes, La Plata to Indianhead and Faulkner to Rock Point, operating same in connection with Bowie and Popes Creek R. P. O., discontinuing this experimental service. By substituting star routes La Plata to Indianhead, and Faulkner to Rock Point, this truck route would not be required, and a more complete service could be given.

STATEMENTS OF POSTMASTERS.

Washington, D. C.—Impossible to state what amount of new business, but there is evidence of some. Probable that patrons of Washington office are not taking full advantage of route, due to difficulty in locating suitable farmers who are willing to sell products for transmission by parcel post. A number of citizens' associations in city active in "farm to table" movement.

Rock Point, Md.—Some new business. People pleased with route, and business is increasing.

Ripley, Md.—No new business. Patrons not mailing any more parcels than usual.

Masons Spring, Md.—No new business. Patrons using route as well as may be expected.

Issue, Md.—No new business. Route fully utilized.

Newburg, Md.—Some new business in parcel post. Route fully utilized.

Spring Hill, Md.—No benefit derived from this mode of serving this office. Truck seldom arrives until after the mail has left, leaving daily papers for the next day, causing considerable trouble. Patrons complaining very much and asking that something be done. When mail was handled by train we had no such trouble, now it's nothing else. The patrons along the route are very much dissatisfied and want it cut out.

Faulkner, Md.—No new business. Most mail is dispatched by trains.

Waldorf, Md.—Some new business. Route not fully utilized. No comments from patrons.

Bel Alton, Md.—Very little new business. Schedule irregular. Generally thought route unnecessary in this section; also, some do not care to send packages by motor truck because they are not handled as carefully as on train.

La Plata, Md.—A good deal of new business. Patrons fully utilizing route, but they are not very well pleased with so many changes.

EXHIBIT No. 22.

MOTOR TRUCK MAIL ROUTE, WASHINGTON, D. C., TO THE PLAINS, VA., 61.3 MILES.

[Changed Sept. 16, 1918, eliminating The Plains and extending to Winchester, Va., 74.0 miles.]

Business, July, August, to Sept. 16, 1918.

Round trips	66
Postage on mail carried, by classes:	
First	\$7,163
Second and third	275
Fourth	1,702
Total	9,140
Approximate expense	1,797
War tax on first class, deducted, leaves	6,752

Business from Sept. 16, Washington to Winchester, Va.

Round trips	13
Postage on mail carried, by classes:	
First	\$1,349
Second and third	55
Fourth	393
Total	1,797
Approximate expense	469
War tax on first class, deducted, leaves	1,347

Section of group route, Washington, D. C., to Culpeper, Va., 144.7 miles:

Leave 5.30 a. m.	Washington	Arrive 7 p. m.
Arrive 11.45 a. m.	Winchester	Leave 12.15 p. m.
Leave 1.30 p. m.	Berryville	Arrive 1 p. m.
Arrive 7.30 p. m.	Culpeper	Leave 6.30 a. m.

Connection is made at Berryville.

Country is rolling and slightly hilly between Washington and Bluemont, mountainous between Bluemont and the Shenandoah River, 4 miles east of Berryville, and generally level from the river to Winchester. Roads are good except between Leesburg and the Shenandoah River, a distance of 14 miles, where they are poor and not improved. Between Leesburg and Bluemont the road is such that it is somewhat unsafe for the hauling of eggs and other fragile matter. Climatic conditions are such that it is claimed it will be impossible to operate truck over the Blue Ridge during the winter months. Driver claims to operate fairly well on schedule, but postmasters report service is irregular. Believe it could be operated on schedule time, barring accidents to truck or when delayed for repairs.

Local products consist of eggs, poultry, butter, fruits, meats, walnut kernels, and rabbits in season. There is no known special production in these articles by reason of establishment of truck route. Products are somewhat seasonable; eggs, butter, and poultry produced throughout the year; walnut kernels and rabbits in the late fall and meats in the fall and winter. About one-half of the packages containing produce arriving in Washington are addressed to individual consumers, including the Post Office Department store, the remainder about equally divided between dealers and for further shipment by rail. Eggs in case lots are received also for the Post Office Department store.

Service is popular with the public, but is not regarded as a public necessity; considered by some as a costly experiment, on account of the adequacy of other service.

On the outward trip leaving Washington, mail is carried for intermediate offices beyond Leesburg, bulk of mail being unloaded upon arrival at Purcellville, a distance of 46 miles; the heaviest mails go off at Leesburg, the first stop out, 36 miles. On the inward trip heaviest mail is taken on at Leesburg. There is no material advantage in time by use of truck. The service affords a supplementary dispatch of mail, although such is not essential. Patrons at

Purcellville discontinued use of truck route on account of excessive breakage of eggs.

Mail arriving in Washington about equally divided between that for Washington and for further transportation by railroad. There appears to be no general instructions to withhold mail from transportation by rail, other than general instructions to use the route. Practically all mail carried has been diverted from other forms of mail transportation.

The offices of Winchester and Berryville have good railroad service; with the exception of a distance of 19.7 miles (Bluemont to Winchester), this route parallels the Washington and Bluemont R. P. O., on which there is double daily service and a round trip of closed-pouch service. Star and rural route service from intermediate offices depend on the R. P. O. service. There has been no service superseded. Winchester has 10 R. P. O. trains daily, and Berryville has 6, affording ample connection with Washington and other points. Present rail, star, and rural facilities are adequate for all needs in the territory affected.

No stops are made over practically one-half of the route—Washington to Leesburg—a distance of 36 miles. Hucksters generally cover the territory embraced by this route and pay cash for goods, and stores accept the produce in trade or pay cash, thereby saving the produce from packing and shipping. Very little of the mail conveyed by truck can be considered new business.

STATEMENT OF POSTMASTERS—WASHINGTON, D. C., TO WINCHESTER, VA.

Washington, D. C.—Impossible to state what amount of new business, but there is evidence of some. Probable that patrons of Washington office are not taking full benefit of route's advantages due to difficulty in locating suitable farmers who are willing to sell products for transmission by parcel post. A number of citizens' associations in city action in "farm-to-table" movement.

Winchester, Va.—No new business. Route not fully utilized, but believed by patrons to be advantageous.

McLean, Va.—Route not used.

Oakton, Va.—Route not used. Schedule not suitable for this office.

Berryville, Va.—Some new business. Not fully utilized at present.

Leesburg, Va.—Some new business. Not fully utilized. Some few are using the truck direct for shipments, but complain that at times the schedule is irregular. Rural patrons as a whole are not familiar with the idea of shipping direct to the consumer. Those with whom I have talked personally object on the grounds that they have no guarantee that they will be paid for the goods shipped.

Hamilton, Va.—Some new business. Patrons not using route as fully as they might. The majority of the people think it is a good thing; a few say the department is just wasting money.

Round Hill, Va.—No new business. Route not being fully utilized, owing to bad roads and delay of the mail. They seem to disapprove of the truck under the condition of the roads.

Bluemont, Va.—No new business. For a while some patrons sent cases of eggs by motor truck, but lately complained that eggs were broken, and requested they be sent by train. They report satisfaction with train now. There is great difference of opinion in reference to truck service. However, I think our patrons are pleased with truck service when it can make schedule time.

EXHIBIT No. 23.

MOTOR TRUCK MAIL ROUTE, CULPEPER TO BERRYVILLE, VA., 70.7 MILES.

[Established Nov. 14, 1918.]

Section of group route, Washington, D. C., to Culpeper, Va., 144.7 miles:

Leave 5.30 a. m.	Washington	Arrive 7 p. m.
Arrive 11.45 a. m.	Winchester	Leave 12.15 p. m.
Leave 1.30 p. m.	Berryville	Arrive 1 p. m.
Arrive 7.30 p. m.	Culpeper	Leave 6.30 a. m.

Connection is made at Berryville.

Berryville to Front Royal, 26.5 miles, country varies from level to low hills; roads good to Double Toll Gate, 18 miles rough and unimproved; thence to

Front Royal; Blue Ridge Mountains crossed at low grade, from thence to Sperryville, 25 miles, good roads; very bad roads to Boston, 6 miles; country rolling and good roads, Boston to Culpeper. Sections of bad roads delay trucks and will render operation difficult during heavy snows and times of thaws and protracted rain. Service fairly regular, barring accidents and interference by rough roads. Auto car not suited to route.

Farming section; fertile soil. No increase in production; establishment of service too recent to permit. Eggs, poultry, butter, meats, and vegetables, walnut kernels, and rabbits are available as excess over local needs, for mailings; mail shipments principally to individual consumers, small proportion of total excess. Rail shipments to dealers and commission merchants.

Popular as additional mail facility; not required as public necessity. Advances mail on morning trip from Culpeper by leaving 30 minutes in advance of star route traversing same road to Washington, Va., thence to Front Royal, and returns over same portion of route later than star routes, affording later but unimportant supplemental dispatch of outgoing mails. In the main postmasters and public indifferent as to parcel-post feature.

Parcel-post matter (foodstuffs, etc.) originating for dispatch on trips from Culpeper is mainly from Flint Hill to Berryville, for connection there with route to Washington. This can be handled as well by present star route and train service at Front Royal and railroad points to Berryville and beyond, reaching Washington at 10.24 p. m. instead of 7.30 p. m. Principal mail carried is local mail for offices on star routes, Culpeper to Washington, Washington to Front Royal, truck leaving Culpeper 30 minutes earlier than star routes and continuing ahead to Front Royal.

On south-bound trips, small quantity of local mail from Winchester, Berryville, and intermediate offices advanced as far as Front Royal, over time to Hagerstown and Roanoke train 27, connecting Washington and Harrisonburg train 12, due in Washington, D. C., 9.30 p. m., and local points. From Front Royal to Culpeper, takes up mail originating after departure of regular star routes; mail lies overnight at Culpeper.

Heaviest mails received at Culpeper, local to Front Royal. Otherwise no mail of consequence received from or dispatched to railroads, except that carried into Culpeper on return trips, which is forwarded by rail the following morning.

There is no evidence of mail held back for truck; mail carried out from Culpeper is diverted from the star route due to leave 30 minutes later. That carried into Culpeper is what originates after the other dispatches have been made, up to time truck arrives. Better time made on outward-bound trip; supplemental dispatch otherwise.

No duplication with motor routes; duplicates star route service, Culpeper to Front Royal, 45 miles. Seven of the post offices visited have double daily R. P. O. service, the remainder (18) having daily or double daily star route supply; routes duplicated by the motor truck.

Present service other than by motor route is adequate for all needs and demands. No service superseded so far.

BRIEFS FROM REPORTS OF POSTMASTERS.

Berryville, Va.—No new business; patrons not using route as much as they might.

Cedarville, Va.—Patronage increasing; believes handling on truck better than by trains.

Flint Hill, Va.—Some new business; route fully utilized and well liked.

Front Royal, Va.—Considerable new business; route not yet fully utilized.

Griffinsburg, Va.—Not much use for route, as five train mails are available.

Boyce, Va.—No increase noticed; believes route will be patronized more in time.

Reager, Va.—Route being fully utilized; as yet no increase in business noted.

Boston, Va.—Some increase in business noted; route fully utilized.

Washington, Va.—No increase in business; route not fully utilized at present.

Sperryville, Va.—Some increase in business; motor truck irregular. Private trucks take some business.

Millwood, Va.—No increase in business; not much interest in route noted.

Huntley, Va.—Does not know of any new business; route not fully utilized.

Culpeper, Va.—No increase in business; route not used as fully as possible.

White Post, Va.—No increase in business; route used but little.

(Two postmasters failed to comment on route.)

EXHIBIT No. 24.

MOTOR-TRUCK MAIL ROUTE, CULPEPER TO RHOADESVILLE, VA., 43.5 MILES.

Route established November 13, 1918.

Section of group route, Richmond to Culpeper, Va., 126.1 miles:

Leave 6.30 a. m.	Richmond	Arrive 6 p. m.
Arrive 12 noon	Rhoadesville	Leave 12.30 p. m.
Leave 1 p. m.	Rhoadesville	Arrive 12 noon.
Arrive 6 a. m.	Culpeper	Leave 7 a. m.

Culpeper to Orange County line, country is rolling and slightly hilly; a good road from Culpeper to Madison County line, 9 miles, roads are very good macadam; thence 20 miles to Orange County line, unimproved and very poor in places; good roads in Orange County, graded and surfaced, except last 4 miles of route near Rhoadesville, unimproved; two unbridged (small) streams between Culpeper and Madison County line. Schedule maintained fairly well. Operation will be difficult during spring thaws or times of deep or drifting snows.

Farming and stock raising; eggs, butter, poultry, and some meats, as the surplus from farm tables, available for shipment. No known increase since establishment of route; excess disposed of through local stores, thence to dealers and commission merchants, by express as a rule. Small parcels are sent by mail to individuals in considerable numbers, but not in excess of capacity of present facilities. Route is popular with postmasters and public on account of improved facilities for delivery of ordinary mail; only slight degree of new business reported, perhaps largely normal increase. Route not fully utilized for shipment of foodstuffs.

On trip leaving Culpeper, mail carried is of all classes, including parcel post (merchandise from mail-order houses) for local delivery between Culpeper and Orange, 33 miles; for local delivery as by star-route service; mail for eLon, advanced 5 hours; Brightwood, Madison courthouse, Radiant, Madison Mills, 3 to 5 hours; principal benefit is advanced time of delivery of mails from outside sources. From Orange to Nasons, Grassland, Unionville, and Rhoadesville, small quantity local interchange mail advanced 1 hour and 30 minutes. On trip leaving Rhoadesville, light outward mails to general destinations; Orange to Culpeper, later outgoing mails, one day's time gained; principal load of parcel post originates on this section of the route, for further transportation by rail from Culpeper. Less than one-half of 1 per cent of the mail transported (all classes) is local in origin or for local interchange; first, second, and third classes received on trips from Culpeper is almost wholly that having had further transportation by other facilities. Outgoing mail of same classes for general destinations; outgoing parcel post, almost wholly foodstuffs, principally for Washington and Baltimore, smaller portions to scattered destinations; from 200 pounds to 450 pounds per trip of this mail brought into Culpeper.

No evidence disclosed of mails held back for truck. Postmasters between Orange and Rhoadesville, 12 miles, mail on the truck in preference to the R. P. O. (Fred and Orange), apparently, in order to boost it. Duplicates rural routes from Culpeper to Leon, traverses same roads as star routes (except one section of 4 miles between Brightwood and Madison courthouse, on which there is no service of any character) in general locality, Madison courthouse to Orange; parallels Fred and Orange R. P. O., Orange to Rhoadesville, also local star and rural routes operated over section of same roads. No service superseded as yet.

Present service adequate to move volume of mails originating in and destined to locality reached by this route.

SECTION ROUTE, CULPEPER TO RHOADESVILLE, VA.—STATEMENT OF POSTMASTERS.

Culpeper, Va.—No new business. Route fully utilized.

Rhoadesville, Va.—No new business. Route well utilized, but no special benefit seen. Patrons think eggs less likely to be broken by rail on account of the rough roads of the route. Considerable paralleling of railroad.

Madison, Va.—No new business in mails. Route fully utilized.

Madison Mills, Va.—A little new business. Route fully utilized.

Unionville, Va.—No new business. Route utilized as much as possible. Good railroad service.

Leon, Va.—Some new business. Route not fully utilized.

Brightwood, Va.—Some new business. Believe route will become more useful later.

Orange, Va.—Can not state if there is new business. Patrons not fully utilizing route.

Railroad service appears good at these post offices.

EXHIBIT No. 25.

MOTOR TRUCK MAIL ROUTE, RICHMOND TO RHOADESVILLE, VA., 82.6 MILES.

Route established September 25, 1918.

Section of group route, Richmond to Culpeper, Va., 126.1 miles:

Leave 6:30 a. m.	Richmond	Arrive 6 p. m.
Arrive 12 noon	Rhoadesville	Leave 12:30 p. m.
Leave 1 p. m.	Rhoadesville	Arrive 12 noon.
Arrive 6 p. m.	Culpeper	Leave 7 a. m.

Route has been changed to provide for operation of trucks between Richmond and McHenry and McHenry and Culpeper. McHenry is located about 18 miles south of Rhoadesville; change constitutes curtailment of travel from Richmond and extension from Culpeper. Schedule changes not available.

Country served is slightly rolling to level. The climate is moderate. Roads are generally good but bad in a number of spots for a considerable distance between Chilesburg and Richmond. Schedule not well maintained owing to absence of a relief car for use in case of breakdown. It is believed the route could be operated throughout the year if a relief car is supplied. Diversified farming followed. Small quantities of butter, eggs, poultry, and mailable produce raised, but there has been no increase in production. Only a small excess of produce and it is mainly disposed of to stores or shipped by rail, and very little is sent by motor truck. Little interest is shown in truck route by postmasters or public, who are alike indifferent as to its object; only a small excess of produce being raised for export, and for the reason that other means of transportation are favored. There is very little traffic in either direction, and no mail in quantity is sent by motor truck. No special benefit is given by it as regards time made or connections established in either direction. Very little mail is handled that could not be dispatched by star route to railroad connections. Mail is not connected by rail at any intermediate points. No mail is held back from other dispatches. Entire route virtually duplicated by R. P. O. and star-route service; adequate service provided at each office by other forms of service. No service has been superseded and none can be. The route largely traverses a nonproductive area, farms showing evidence of shiftlessness and poor cultivation. As a "farm to table" factor this route appears to be of little use.

SECTION ROUTE, RICHMOND TO RHOADESVILLE, VA.—STATEMENT OF POSTMASTERS.

Richmond, Va.—No new business. Under conditions prevailing, the route is being patronized as fully as practicable. Frequent interruptions have occurred; believed business would increase with advertising. Those who have discussed the matter seem favorably impressed with advantages. Until extra truck is assigned to route, interruptions will continue. It is obviously impossible for an automobile truck to travel 160 miles per day continuously over bad country roads without meeting accidents. The service as at present conducted is giving this office more trouble than nine rural routes and is taking far more time of the postmaster than he is able to spare from other duties. In view of fact that route parallels the railroad for a great portion of its distance, I do not believe it can be made self-sustaining. So far, the amount of revenue derived from patronage due solely to the installation of the service is a mere fraction of the cost of same. The postage calculated from parcels originating at fourth-class offices is not a source of revenue, since such parcels would be handled by the railway mail service. In week, December 9 to 14, inclusive, parcel-post postage at Richmond amounted to \$1.41.

Chilesburg, Va.—Practically no new business. Route not well patronized at present. In week, December 9 to 14, inclusive, first-class postage amounted to 9 cents; parcel post, \$3.16.

EXHIBIT No. 26.

MOTOR-TRUCK MAIL ROUTE, McCONNELLSBURG TO STOYESTOWN, PA., 63.4 MILES.

Route established October 4, 1918.

Section of group route, McConnellsburg to Stoyestown, Pa., 132.8 miles:

Leave 6 a. m.	McConnellsburg	Arrive 6.30 p. m.
Arrive 12 noon	Stoyestown	Leave 12.30 p. m.
Leave 12.30 p. m.	Stoyestown	Arrive 11.30 a. m.
Arrive 6.30 p. m.	Pittsburgh	Leave 5.30 a. m.

Allegheny Mountains and much rough country, but valleys fertile and productive. Winters rather long and in mountains snowfall heavy, and may interfere somewhat with motor operation. Roads excellent. Route traverses Lincoln Highway entire length. In winter season icy and dangerous. Otherwise service and schedule should be maintained without difficulty, barring car trouble.

General diversified farming followed. Vegetables, fruits, eggs, butter, and poultry raised in excess local consumption. No increased production due to establishment of motor service or otherwise. Hucksters and local merchants purchase considerable amount surplus produce, which is later shipped by freight or express, depending upon quantity for shipment. So far small per cent sent by mail. Considerable produce, reported as dressed poultry, sent by truck two days before Thanksgiving. Fulton County, through which route traverses and which in greater part is highly productive, is without steam or electric roads. For this reason route popular as additional transportation facility. Some predict great possibilities for service in seasonable periods.

Traffic fairly well divided each direction. At most offices, especially those not on railroads, local exchange of mail advantageous, though small in quantity. Connection made at Stoyestown with truck from Pittsburgh and parcel-post mail originating that office there transferred for points beyond, most of which could be handled as expeditiously by other means of conveyance. Some postmasters have requested that parcel-post mail from Pittsburgh be forwarded by truck service, claiming better or safer handling. Bedford, Everett, Wolfsburg, Kaner, and Stoyestown have good railroad service. In view of connection made at Stoyestown, parcel-post mail held for truck at number of offices. Apparently postmasters have received no instructions to hold matter for the truck.

Route parallels railroad service between Everett and Wolfsburg, a distance of 10 miles; it duplicates star-route service for a distance of approximately 18 miles, and rural service to some extent. No service has been superseded.

Existing service, not including motor, is adequate for offices located on railroads and connections made for Pittsburgh are good. As additional supply to offices now served by star routes not on railroads motor service advantageous. Quantity of mail transported light and unless same should increase considerably, continued operation of route would hardly appear justified. It is possible that in seasonable or productive periods a considerable amount of produce may be mailed for transportation to Pittsburgh, but in any event route should be continued only as an experiment. If continued, consideration should be given to superseding star-route service from McConnellsburg to Saluvia, and particular attention should be given to rescheduling connecting star-route service to make truck service of greater utility in the transportation of foodstuffs and other mail.

BRIEF OF POSTMASTERS' WRITTEN REPORTS.

McConnellsburg, Pa.—Patrons not using route as fully as they might, but state that it is the best thing for a rural community ever established by the United States Mail Service. No railroads or trolleys in immediate vicinity. Using truck for advancement all classes of mail, and in cases where it is believed parcels will be better handled.

Stoyestown, Pa.—Some new business, but patrons do not appear to be especially interested in the motor-truck service.

Breezewood, Pa.—No great amount of mail dispatched by the truck, and, in the main, represents that picked up by the carrier on which cancellations are not received. For this reason truck detriment to the office.

Wolfsburg, Pa.—New business reported. Business for period of one week on parcel-post matter amounted to \$1.91.

Bedford, Pa.—One shipper, J. J. Barclay, requested that all eggs mailed by him be sent by the truck, which average one a day, with about 24 cents in postage; on the whole, patrons are not using the service to extent possible.

Schellburg, Pa.—No new business. Patrons not using route fully, but those who are, well pleased with it.

Harrisonville, Pa.—About one-third parcel-post mail sent by truck is new business. For period six days postage amounted to \$3.98. Should be better patronized in future.

Saluvia, Pa.—Patrons of the office have not received orders for their products. Evidently the people of Pittsburgh expect things too cheap.

EXHIBIT No. 27.

MOTOR TRUCK MAIL ROUTE, PITTSBURGH TO STOYESTOWN, PA., 69.4 MILES.

Route established October 4, 1918.

Section of group route, McConnellsburg to Pittsburgh, Pa., 132.8 miles.

Leave 5.30 a. m.	Pittsburgh	Arrive 6.30 p. m.
Arrive 11.30 a. m.	Stoyestown	Leave 12.30 p. m.
Leave 12.30 p. m.	Stoyestown	Arrive 12 m.
Arrive 6.30 p. m.	McConnellsburg	Leave 6 a. m.

Allegheny Mountains and much rough territory, but valleys fertile and productive. Roads excellent. Route traverses Lincoln Highway for its entire length. During winter months snow blockades likely to be encountered and during this period mountains icy and travel by auto dangerous. May be from 10 to 15 days when route can not be operated. Thus far two full trips omitted and service curtailed quite extensively on from 8 to 10 days, due to mountainous travel and distance covered.

Grains, vegetables, fruits, eggs, and poultry raised in excess local consumption in rural districts. No increased production due to establishment of motor service. Surplus produce assembled by country merchants and hucksters and by them shipped to markets by freight and express. Small per cent sent by mail. No winter-grown vegetables. Always surplus quantity (variable) eggs and poultry. Some meats for shipment during winter months. Postmaster at Pittsburgh very enthusiastic as to possibilities motor service. He has written many letters and received encouraging replies. States that service great advantage in handling parcel-post matter. Gives this feature as one of advantages in sending out circulars and route cards. Opinion among postmasters and patrons somewhat divided as to utility of route. Approximately 40 bushels of apples purchased by post-office employees direct from consumer at a stated saving of 50 cents a bushel. These shipments represented new business in the mails.

On eastbound trip greater part of mail received at Pittsburgh. All parcel-post mail for offices on line of route, except Greensburg, is held for the truck during afternoon and night, and letter mail is sent by truck when it can be advanced. Of the mail received at Pittsburgh greater part of letter mail and considerable matter of other classes is dispatched at Wilkinsburg, a branch of that office, supplementing the 4.40 a. m. dispatch by regular auto service. Mail for four small offices advanced slightly; for larger offices, delayed. Postmaster at Greensburg objected to having Pittsburgh hold parcel-post mail for truck, as same was received too late for delivery by rural carriers same day. On westbound trip mail usually in small quantity transferred to truck at Stoyestown. At intermediate offices parcel-post mail given truck where no material delay in point of delivery involved, due to belief that it is better handled. At East Pittsburgh about 25 sacks parcel-post mail held for truck at request of R.M.S., to avoid congestion and to eliminate necessity of authorizing additional car space, cost of which would be about \$88 per annum. This mail is taken to Pittsburgh for further transportation by train. Considerable of parcel-post mail picked up at intermediate offices is for points beyond Pittsburgh.

Route parallels railroad from Pittsburgh to Ligonier, a distance of 49.9 miles; it duplicates star-route service from Ligonier to Laughlintown and rural service quite extensively. No service has been superseded. Railroad service between Pittsburgh and Greensburg excellent, and to Ligonier adequate for needs of community. Stoyestown has good railroad connections for Pittsburgh and eastern points. Small offices located off railroads between Pittsburgh and Ligonier well served by star routes.

The Pennsylvania Rubber Co., at Jeannette, has promised to give route automobile tires for shipment to agents located on Lincoln Highway, but so far business has been negligible. Disregarding possibilities of route as benefit to producers and consumers, there appears to be no need for the continuance of the route. If continued as an experiment it should not be continued west of Greensburg, Pa., as at that point excellent train connections can be made for Pittsburgh and points east and west.

BRIEF OF POSTMASTERS' WRITTEN REPORTS.

Stoyestown, Pa.—No apparent interest, and no new business reported.

East McKeesport, Pa.—No new business, and route has not been used by patrons to any extent.

Laughlintown, Pa.—Patrons not utilizing route as fully as they might, but season for shipment of produce unfavorable.

Jennerstown, Pa.—Inland town, and no freight or express service available. At present motor service only supply, as rural route from Stoyestown temporarily not running. Patrons are pleased with the service.

Ligonier, Pa.—No apparent interest manifested by patrons, but they seem to think it a good thing.

Greensburg, Pa.—The route has not been established sufficient time to allow patrons to become familiar with the advantages to be gained thereby. Patrons of the office seem to be of the opinion that in time it would be a good thing.

Pittsburgh, Pa.—No business, can not be estimated, but some of mail formerly sent by freight or express. Motor service given extensive publicity, and merchants and others appear interested. In response to circulars sent out, farmers interested and amount of produce transported constantly growing. Well illustrated by one farmer who, through new service, disposed of approximately 30 to 40 bushels of apples at a reduced cost of from 50 cents to 65 cents a bushel to consumers. Same farmer has disposed of considerable poultry. Apples might have gone to waste. Postmaster at Jeannette requested truck service, so that Pennsylvania Rubber Co. might send auto tires by it. Considerable business expected from this source. On November 26 office under necessity of operating Ford truck; on arrival at Stoyestown found that turkeys and other produce has been received by connecting route, Stoyestown to McConnellsburg, in such volume that small truck inadequate to transport same to Pittsburgh. Ford truck, with change of drivers, continued to McConnellsburg, while driver from this office used the large truck. Route established October 4, and, therefore, the period of development has embraced an unproductive season of the year. The route has been seriously handicapped by the trucks furnished not being suitable for character of service required. This has resulted in total suspension on two-days, partial service being performed on a number of other days, and late operation in a number of other instances. This condition has aroused considerable unfavorable comment and has retarded the successful promotion of the route. Trucks now assigned will shortly be replaced by Army trucks and the condition remedied.

Jeannette, Pa.—No response from postmaster.

EXHIBIT No. 28.

MOTOR-TRUCK MAIL ROUTE, COLUMBIA, S. C., TO ORANGEBURG, S. C., 45.6 MILES.

Business in July, August, and September, 1918.

Round trips	63
Postage on mail carried, by classes:	
First	\$795.00
Second and third	11.00
Fourth	202.00
Total	1,008.00
Approximate expense	1,243.00
War tax on first class, deducted, leaves	743.00

Section of group route Columbia, S. C., to Augusta, Ga., 117.5 miles.

Leave 8.30 a. m.	Columbia	Arrive 5.30 p. m.
Arrive 12.15 p. m.	Orangeburg	Leave 1.15 p. m.
Leave 12.30 p. m.	Orangeburg	Arrive 12 noon.
Arrive 6.30 p. m.	Augusta	Leave 6 a. m.

Country level and climatic conditions are favorable to operation of truck service; major portion of roads good and of such nature (sand and clay) that schedule can be maintained throughout the year with light truck.

This is not a great producing country, the principal crops are cotton, corn, oats, and sweet potatoes. A very slight excess accrues in butter, eggs, poultry, and fruits; this is practically all purchased by hucksters. Very little shipped by parcel post or express. There has been practically no new business, and production has not been increased by reason of installation of truck service.

Little or no interest has been manifested, it being the opinion of postmasters and people that the route is not warranted. This territory is nonproductive in so far as "producer to consumer" idea is involved.

Traffic on route is light both ways, practically no advance or benefit by using truck in preference to other available dispatches. About 50 per cent of mail handled is transit matter; this and the mail originating on route could make practically as good time if railroad service were utilized, though small amount of mail slightly advanced by dispatch at Cayce, S. C., on return trip.

All mail at Columbia and Orangeburg that could be diverted without serious delay has been given to the truck. This diversion has been voluntary on the part of the postmasters in order to make a good showing for the truck route. Railroad service is paralleled for about one-third of the distance and star and rural service is duplicated for major portion of length. No service has been superseded.

Present service, other than motor, is adequate for the real needs, and no additional service is necessary.

This service was established July 12, 1918, but there has been no service since September 23, 1918, because the motor truck broke down. Driver advised that possibly an average of one piece of parcel post received per day from each of the four intermediate offices.

EXHIBIT No. 29.

MOTOR-TRUCK MAIL ROUTE, ORANGEBURG, S. C., TO AUGUSTA, GA., 71.9 MILES.

Business in July, August, and September, 1918.

Round trips	49½
Postage on mail carried, by classes:	
First	\$1,864
Second and third	33
Fourth	98
Total	1,995
Approximate expense	1,537
War tax on first class deducted leases	1,374

Section of group route Columbia, S. C., to Augusta, Ga., 117.5 miles:

Leave 8.30 a.m.	Columbia	Arrive 5.30 p.m.
Arrive 12.15 p. m.	Orangeburg	Leave 1.15 p. m.
Leave 12.30 p. m.	Orangeburg	Arrive 12 noon.
Arrive 6.30 p. m.	Augusta	Leave 6 a. m.

Most of the country is level but there are some hills. Climatic conditions favorable to operation of route, but construction of roads such that they are not passable possibly four months a year on account of wet weather.

Practically no small food products grown that are suitable for parcel-post shipment. Very slight excess of butter, eggs, and poultry, and such excess is disposed of to local merchants, who ship in bulk by express. Practically no new business secured, and production has not been increased. The route evidently is not popular, this fact being borne out by the patronage and the further fact there is nothing to send away.

Traffic is very light each way, no mail in quantity advanced, though small amount accruing between trains is slightly advanced on return trip. No special benefit accrues. Very little mail originates on route and most of this requires additional handling. Practically all mail dispatched by truck is held back from other available dispatches; that from Augusta on outward trip being delayed. Instructions as to dispatch of mail having been given by a representative of the department. R. P. O. service operated over the line of the Southern Railway is paralleled from Warrenton to Williston a distance of 38.4 miles; electric line

from Augusta to Aiken, a distance of 17.5 miles is also paralleled. Present service, other than motor, is adequate to meet all demands.

Postmasters along route state that truck service is a failure from every standpoint.

EXHIBIT No. 30.

MOTOR TRUCK MAIL ROUTE, AUGUSTA, GA., TO STATESBORO, GA., 79.6 MILES.

Business, July, August, September, 1918.

Round trips	49
Postage on mail carried, by classes:	
First	\$792
Second and third	32
Fourth	102
Total	926
Approximate expense	1,469
War tax on first class, deducted, leaves	662

Section of group route, Augusta, Ga., to Savannah, Ga., 135.1 miles.

Leave 6 a. m.	Augusta	Arrive 5 p. m.
Arrive 12 noon	Statesboro	Leave 12.30 p. m.
Leave 12.30 p. m.	Statesboro	Arrive 12 noon.
Arrive 4 p. m.	Savannah	Leave 7.30 a. m.

Country hilly. Roads vary between points from poor to fairly good, being of ordinary sand and clay construction. Climatic conditions unfavorable on account of road construction during rainy season of four months (December-March), and service interruptions would result. During good seasons schedules not maintained, and service irregular and unsatisfactory.

Produce mainly cotton, corn, and oats; not suitable for parcel post. Very small excess of vegetables, eggs, butter, etc., and this either taken to market by producer or sold to hucksters or local merchants. Very little mailing and no increase in production caused by motor route. Territory as a whole considered nonproducing so far as motor-truck service is concerned. No interest shown in route, and patrons and postmasters do not seem to think it necessary. Present mail facilities good.

Mail light each way, and no evidence that any held back for truck. Mails dispatched outgoing trip for points beyond McBean (first office reached) does not make as good time as R. P. O. service. McBean mail advanced 7 minutes. Mail on return trip and that between intermediate offices advanced somewhat (1 to 3 hours), but quantity handled small and no necessity for advance.

Route is paralleled practically entire distance by R. P. O. service, and no service has been superseded. All offices visited have R. P. O. service. As previously stated, the territory has ample postal facilities, and operation of truck is believed unwarranted. Service suspended October 14, 1918, account breakdown of truck, and none given since that date. Postmasters consider this service a failure.

EXHIBIT No. 31.

MOTOR TRUCK MAIL ROUTE, STATESBORO, GA., TO SAVANNAH, GA., 55.5 MILES.

Business, July, August, and September, 1918.

Round trips	37
Postage on mail carried, by classes:	
First	\$795
Second and third	1
Fourth	182
Total	978
Approximate expense	774
War tax on first class, deducted, leaves	713

Section of group route, Augusta, Ga., to Savannah, Ga., 135.1 miles.

Leave 6 a. m.	Augusta	Arrive 5 p. m.
Arrive 12 noon	Statesboro	Leave 12.30 p. m.
Leave 12.30 p. m.	Statesboro	Arrive 12 noon
Arrive 4 p. m.	Savannah	Leave 7.30 a. m.

Country level. Roads good for a few miles out of Savannah; for balance of distance they are sand and clay and impassable for motor vehicle for at least four months of the year (December-March); during summer season they are good. Winters are short and disagreeable. Motor service on this route suspended since December 23, 1918, due to failure of department to furnish machine. Service can not now be performed on account of poor roads.

Cotton is the principal crop, and is shipped in bales of 500 pounds by freight. Some corn, oats, and potatoes are raised, and in summer cantaloupes and watermelons are produced, same being shipped by freight and express to northern markets. Some gardening is done near Savannah, which is sold by producers to consumers or to commission merchants; surplus eggs, butter, and chickens are likewise disposed of. Little or none sent by mail. The general public has taken little or no interest in the route. The postmasters like it, but consider it useless service. The postmaster at Savannah and assistant postmaster at Statesboro, state service is failure.

No mail could be given to the truck without delaying it. However, some matter was diverted to the truck at both Savannah and Statesboro. Postmaster at Savannah says that he diverted the mail of his own volition, while the assistant postmaster at Statesboro states that mail was diverted upon request of the superintendent of mails, Augusta, Ga., who visited his office when the Augusta-Statesboro route was established. No railroad connection was made between R. M. S. and truck at any point except at termini. Mails of non-perishable fourth-class and unimportant second and third class matter was held for truck at Savannah. The same class of matter was held for a few offices leaving Statesboro, where the delay was not great.

Route is paralleled for its entire length by R. P. O. and closed-pouch service, and no service has been superseded. The former service was adequate and far superior to any that can be provided by the motor vehicle truck service. The route, as before stated, is not now in operation, and service should not be resumed.

EXHIBIT NO. 32.

MOTOR-TRUCK MAIL ROUTE, ATLANTA TO DAHLONEGA, GA., 72 MILES.

Route first designated Atlanta to Cumming, but extended to Dahlonega on September 16.

Business August, September, 1918.

Round trips	41	
<hr/>		
Postage on mail carried, by classes:		
First	\$550	
Second and third	24	
Fourth	150	
<hr/>		
Total	724	
Approximate expense	735	
War tax on first class deducted leaves	541	
<hr/>		
Leave 6 a. m.	Atlanta	Arrive 8.30 p. m.
Arrive 1 p. m.	Dahlonega	Leave 1.30 p. m.

Topography from hilly to mountainous. A portion of the road is tarvia surfaced; between Roswell and Cumming it is sand clay and sand, and at present is in bad condition; between Cumming and Dahlonega the road is bad, and at present is impassable with any mode of conveyance except a horse-drawn vehicle. The road is a mere trail through the mountains and is not fit for motor transportation at any time. Truck operated about five days a week, Atlanta to Cumming; failures due to accidents and breakdowns of trucks, together with poor roads.

Cotton, corn, and wheat raised, mostly cotton. Vegetables grown for Atlanta market in summer season. Chickens, eggs, and butter available during the entire year. Surplus assembled by merchants and transported by them to market in private-owned trucks, when they go for goods. Production in excess of local consumption, but establishment of motor truck has not increased or stimulated production. Motor service is not popular with patrons and postmasters generally, inasmuch as discontinued star-route service considered superior. Postmaster at Cumming likes route because it gets his mail to Atlanta earlier, but delivery of this is not effected until following morning, which is same as before truck route established.

The only mail handled by this route, except some new business to the employees of the Atlanta post office, is that formerly carried by the star route from Atlanta to Alpharetta, one trip of which has been discontinued on account of the motor truck. Truck makes connection with railroad service only at Atlanta. The mail taken out of Atlanta could go as well by the star route. Mail on inward trips is mostly transit, all of which is delayed about 12 hours. No mail is especially held for the truck.

Motor service duplicates star-route service Atlanta to Alpharetta. It was formerly double daily, and one trip each way was cut out when motor service established. Offices north of there are served by star routes. No other parallel service.

If service in effect prior to establishment of motor-truck service was restored the needs of the territory would be served better than at present. The portion of the route from Cumming to Dahlonega has been made but twice during December, and will not be attempted again until next May or June. Roads not suitable for motor service.

BRIEF OF POSTMASTERS' WRITTEN REPORTS.

Atlanta, Ga.—Patrons appear interested, but train schedules are such that most of the mail goes by train.

Dahlonega, Ga.—Increase business about 25 per cent, but patrons are not patronizing the route fully, mainly on account of irregularity of service. Patrons seem interested and business should increase.

Auvaria, Ga.—No new business, and patrons say they haven't any price lists and do not know how to ship their goods.

Roswell, Ga.—Route not being utilized at all by patrons, and mail service now very satisfactory.

Cumming, Ga.—Some new business. Patrons not fully utilizing route, but say they are going to.

EXHIBIT No. 33.

MOTOR-TRUCK MAIL ROUTE, ATLANTA, GA., TO ROME, GA., 68.7 MILES.

Route established November 1, 1918.

Section of group route, Atlanta, Ga., to Chattanooga, Tenn., 140.4 miles:

Leave 6 a. m.	Atlanta	Arrive 7 p. m.
Arrive 12 noon	Rome	Leave 12.30 p. m.
Leave 12.30 p. m.	Rome	Arrive 12 noon.
Arrive 6.30 p. m.	Chattanooga	Leave 6 a. m.

Country, rolling to hilly. Climatic conditions favorable, and roads as a whole above average. Service can be performed for entire year with light truck, except for incidental breakdowns of car.

Cotton and grain are principal crops, and some truck is grown near Atlanta as a side crop. Surplus of eggs, butter, and poultry in variable quantities throughout year. Peaches are grown and shipped to northern markets. Surplus produce purchased by local merchants and hucksters, and by them shipped in quantity lots by freight or express. Little shipped by mail. No increased production has followed establishment of truck route. General public takes little or no interest, and postmasters and other officials consider service needless waste of money.

Not much mail handled in either direction, and apparently evenly distributed. Matter originating at Rome for intermediate offices and Atlanta advanced from 15 minutes to 2 hours by truck. Nashville and Atlanta R. P. O., train 1, follows

the truck, Cartersville to Atlanta; R. P. O. due Atlanta 7.15 p. m., truck 7 p. m. About 60 per cent of the mail diverted, though transit matter at offices given to truck upon its arrival, which could be handled to as good advantage by R. P. O. Some transit mail delayed in handling.

Route parallels railroad, Atlanta to Cartersville, 40.9 miles; from Cartersville to Rome railroad not paralleled closely; distance 27.8 miles, but no offices touched. No service superseded. Practically entire route duplicated by rural route—18 R. P. O. trains between Atlanta and Marietta, 20 miles; 12 R. P. O. trains to Cartersville, 40.9 miles to Atlanta.

Former service adequate and further operation of route is considered useless expenditure of money.

BRIEF OF POSTMASTERS' WRITTEN REPORTS.

Rome, Ga.—No new business. Route recently established. Believes patronage will increase.

Kennesaw, Ga.—No new business. Not much interest in route. Rail service more convenient.

Marietta, Ga.—The truck mail service has not yet become popular. No new business.

Emerson, Ga.—Some new business; no parcel post. People are pleased, but there is very little parcel post or produce sent from this place. No excess of produce.

Cartersville, Ga.—No new business. Patrons are not utilizing route as fully as they might. I have heard very little about the route. We have such good service by rail that patrons are not very much interested in this new service.

Acworth, Ga.—About 10 per cent new business. Route not fully utilized. So many do not know of this service. Believes business will increase.

EXHIBIT No. 34.

MOTOR-TRUCK MAIL ROUTE, CHATTANOOGA, TENN., TO ROME, GA., 71.7 MILES.

Route established November 5, 1918.

Section of group route, Atlanta, Ga., to Chattanooga, Tenn., 140.4 miles:

Leave 6 a. m.	Atlanta	Arrive 7 p. m.
Arrive 12 noon	Rome	Leave 12.30 p. m.
Leave 12.30 p. m.	Rome	Arrive 12 noon.
Arrive 6.30 p. m.	Chattanooga	Leave 6 a. m.

Topography rolling, from hilly to mountainous. Roads good and suitable for motor-truck operation entire year; service likely to be interrupted only after exceptionally heavy rains, which are very infrequent.

Cotton and grain principal crops, principally the former. Peaches are raised and shipped by express and freight to northern markets. Gardening followed to slight extent. Butter, eggs, poultry, and vegetables are offered for shipment in small quantities, as in some sections consumption exceeds production. No increase in production, nor in general postal revenue due to establishment of route. Public generally indifferent as to route and postmasters seem to take same attitude.

On outward trip practically all mail handled is for the first three post offices, with no great advantage gained. On inward trip most of mail given truck is delayed. No mail received or dispatched by the truck is received from or dispatched to railroad connections, except at termini. Prior to investigation postmaster at Chattanooga diverted mail to the truck; all third and fourth class matter for offices on line diverted to truck. Diversion resulted from verbal instructions given postmaster by route agents at time route was established. Postmasters at intermediate offices dispatching all mail to truck on hand at time of its departure.

Route parallels railroad from Chattanooga to Summerville, a distance of 45.4 miles, and duplicates rural service for practically its entire length; also parallels railroad service between Gore and Rome, 18.5 miles. No service has been superseded and it would not be advisable to take such action as regards rail or star service.

Former service by trains adequate and continuance of truck not warranted.

BRIEFS OF POSTMASTERS' REPORTS.

Rome, Ga.—No new business. Route not extensively patronized. Recently established. Believes business will increase with advertising.

Chickamauga, Ga.—No new business. Suppose most of patrons are using route to full extent. A great many have asked what advantage it is. It arrives here just a few minutes ahead of the train both morning and evening. May get better later on; can't say.

Gore, Ga.—A little new business. Route not fully utilized by patrons. Some sales direct to hucksters.

Summerville, Ga.—No new business. Patrons are not using the route as fully as they might, but believes business will increase.

Armuchee, Ga.—No new business. Route not well patronized.

La Fayette, Ga.—No new business. Gives truck all mail, as it arrives a little sooner than train. Patrons like route.

Trion, Ga.—No new business. Route not fully patronized.

Rock Spring, Ga.—Some new business. Route well patronized. Postmaster states 100 per cent increase.

Chattanooga, Tenn.—No new business. Delivery of mail advanced by dispatch to route. As the route does not serve any of the patrons of this office, I am not thrown in contact with any patrons who would utilize the route, therefore have heard no expression concerning it.

EXHIBIT No. 35.

MOTOR TRUCK MAIL ROUTE, GADSDEN, ALA., TO ROME, GA., 68.8 MILES.

Route established November 20, 1918.

Section of group route, Rome, Ga., to Birmingham, Ala., 134.5 miles:

Leave 6 a. m.	Birmingham	Arrive 6.50 p. m.
Arrive 12 noon	Gadsden	Leave 12.30 p. m.
Leave 6.30 a. m.	Gadsden	Arrive 6 p. m.
Arrive 12 noon	Rome	Leave 12.30 p. m.

Topography is rolling. For the first 24.9 miles the roads are fairly good, then 3.4 miles bad, 6.8 miles fair. On the day of inspection the roads in places were under water and impassable. The driver of the truck says that the road from Center to Gadsden, 28.9 miles, is unfit for motor traffic at any time. Persons familiar with local conditions say that part of roads can not be used for three or four months during winter. This road can be avoided by a deviation to the south, omitting Hokes Bluff.

The principal crops are cotton, corn, and grain. Some vegetables, butter, eggs, and chickens marketed, but this is surplus and not produced for marketing. Principally a cotton-growing section. Cotton in 500-pound bales shipped by freight. There has been a slight increase in general postal revenue, but no increase in production nor shipping of farm produce by mail. A few parcels mailed at Rome that formerly went by express, consigned to merchants at Center.

The general public has taken little or no interest in this class of service, and the postmasters at Gadsden and Center are the only officials who believe service will eventually stimulate production.

Very little mail is carried and this evenly distributed; none material advanced over former service. Mail from Gadsden for Center is slightly advanced, while that for Key and Forney is advanced two hours. About 80 per cent of mail matter, but no intermediate transfer connections of moment. No evidence that mails are held back for dispatch to truck.

Route parallels railroad service from Rome to Cave Springs, 17 miles, and duplicates rural and star service practically the entire distance. Conditions generally do not warrant truck service, and no changes in other service should be made. The present service, other than truck service, is adequate, and the continuance of the motor route is believed unwarranted.

This route being in a cotton-growing country and such product being more profitable than "farm-to-table" products, the object for which motor-truck service was established does not appeal to the residents.

BRIEFS OF POSTMASTERS' REPORTS.

Gadsden, Ala.—New business amounts to about 25 per cent of the parcel-post matter carried by truck, and the patrons are using the service as much as it is to be expected in view of the length of time it has been in operation.

Rome, Ga.—Patrons are using the service, and the route passes through a fine agricultural section. In the future it should be well patronized, as the territory is rather isolated and good train service is not available. A former postmaster is criticizing the service very severely and has written one or two articles for publication by local newspapers.

Agate, Ga.—No apparent interest, but undoubtedly will be helpful to community.

Hokes Bluff, Ala.—Patrons not using service to any extent, but patronage should increase.

Center, Ala.—Patrons using route as much as possible, and seem interested in it.

Key, Ala.—Public opinion divided as to utility of service, and patronage is increasing slightly.

Cave Spring, Ga.—Advance mail to and from the office, and farmers believe it is to be a good thing for the shipment of produce.

EXHIBIT No. 36.

MOTOR TRUCK MAIL ROUTE, BIRMINGHAM TO GADSDEN, ALA., 65.7 MILES.

Route established Nov. 28, 1918.

Section of group route, Rome, Ga., to Birmingham, Ala., 134.5 miles.

Leave 6 a. m.	Birmingham	Arrive 6.30 p. m.
Arrive 12 noon	Gadsden	Leave 12.30 p. m.
Leave 6.30 a. m.	Gadsden	Arrive 6 p. m.
Arrive 12 noon	Rome	Leave 12.30 p. m.

Country slightly rolling, but not hilly; summers long and hot, winters short and disagreeable. Sections of the road, viz, between Ashville and St. Clair Springs and between Springville and Argo are in poor condition and believed they will be impassable three months during the winter season. Other sections of the road are in fair condition. Motor-truck schedules are maintained regularly and can be continued with possible exception of bad weather, reference being had to roads that are in poor condition.

Products are eggs, butter, dressed fowls, and some berries, but no vegetables. Amount of other products shipped is limited, as it is a cotton-producing territory, such product being shipped in 500-pound bales by freight. In the vicinity of Ashville and St. Clair Springs, production is in excess of consumption to a slight extent; this excess is disposed of at Gadsden and Birmingham, shipment being made by mail to a considerable extent. In territory adjacent to Birmingham there is no excess of production, except occasionally. There has been no increase in production by reason of the establishment of this motor-truck route.

The motor-truck route is generally popular with postmasters and patrons for the reason that the truck provides additional service and at some points provides direct communication. At several intermediate offices route is of no utility and serves only to delay mail matter on the outward trip.

There is perhaps an even flow of mail both ways, with a possible increase in the direction from Gadsden to Birmingham. The larger portion of mail dispatched from Birmingham is of local origin and is practically intended for delivery at local points; on outward trip, mail dispatched from intermediate points is largely transit. Parcel post is dispatched by motor truck from Gadsden, Ashville, and Springville to Birmingham, but no gain in time is obtained, for the reason that delivery is not made until the morning following receipt; however, there is a material gain in time for matter intended for dispatch from Birmingham via Birmingham and Memphis R.P.O., train 104, and an immaterial gain in dispatch by Nashville and Montgomery R.P.O., train 4. The offices at Trussville, Springville, Ashville, and Gadsden have rural routes operating therefrom; carriers await arrival of the morning mail train, but do not await arrival of motor truck; therefore when mail is dispatched by truck to these points it is delayed 24 hours.

The larger portion of the mail dispatched from Birmingham is of local origin and is principally for offices local to the route; that dispatched from intermediate offices is largely transit, being delivered to railroad service at Gadsden on the outward trip and to that service at Birmingham on the inward trip. There are no railroad connections en route. The amount of mail sent to Gadsden for transfer is small; that forwarded to Birmingham will average 6 to 8 pounds of first class daily and 100 pounds of parcel post.

Parcel-post mail is withheld at Birmingham from train 22, leaving at 5.05 a. m., and is dispatched instead by truck at 6 a. m., this being done at the direction of a representative of the department, who laid out the route. The postmaster claims this has served to advance mails in many instances, owing to the irregular running of trains. This may be true as to Chattanooga and Meridian R. P. O., train 2, but is not true as to Chattanooga and Meridian R. P. O., train 22, which is made up at Birmingham.

The motor truck route parallels the Chattanooga and Meridian R. P. O. for its entire length, except that the R. P. O. does not actually go to Gadsden, mail for that point being carried from Attalla, a distance of 6.02 miles, by electric line. Two of the offices embraced on the route are served by star routes, which are dependent on the R. P. O. for supply.

Adequate service, other than motor, is given. There are four trains in each direction on the Chattanooga and Meridian R. P. O., there being R. P. O. service on three trains and closed-pouch service on the other over a portion of the line. If there was a demand for increased frequency of service, additional baggage-car space could be authorized on train 21 from Attalla to Birmingham.

On the outward trip mail dispatched by truck is materially delayed; on the inward trip there is a slight advantage to a small amount of mail. However, there has been little, if any, new business on account of the establishment of route, and there is small probability that there will be any such business.

BRIEFS FROM POSTMASTERS' REPORTS.

Birmingham, Ala.—Patrons not using route to any extent, but increase is noticeable.

Gadsden, Ala.—From expression heard of opinion that it will be used by patrons residing on line of travel. Some new business already.

St. Clair Springs, Ala.—Not patronize route fully, but some new business evident.

Ashville, Ala.—About one-third parcel-post matter forwarded by truck new business. For period of six days postage on parcels amounted to \$4.09. Some interest shown.

Argo, Ala.—Route not utilized fully, but better business to be expected.

Mussville, Ala.—Route not utilized to any extent; patrons apparently not familiar with advantages.

Springville, Ala.—Increase not more than 1 per cent daily; patrons patronize the rural carriers, and parcel post is dispatched promptly by train.

EXHIBIT No. 37.

MOTOR TRUCK MAIL ROUTE, BIRMINGHAM TO CLANTON, ALA., 61 MILES.

Route established December 2, 1918.

Section of group route, Birmingham, Ala., to Montgomery, Ala., 108.7 miles:

Leave 6 a. m.	Birmingham	Return 6.30 p. m.
Arrive 12 noon	Clanton	Leave 12.30 p. m.
Leave 12.30 p. m.	Clanton	Arrive 12 noon.
Arrive 4.30 p. m.	Montgomery	Leave 8 a. m.

Topography hilly on north end, rolling on south end; below snow line. Roads usually good, but winter rains will interfere in vicinity of Calera, Ala., so that service between January 1 and March 31 is doubtful. Has been little rain since service inaugurated and schedule has been maintained with reasonable regularity.

Local products are coal, iron, cotton, with small amounts of butter, eggs, poultry, and peaches. No increased production due to establishment of route, and there is only a small excess of produce of any kind over home consumption. This is hauled to stations by farmers and sold to miners at fancy prices. The few peaches that reach the market are shipped north in refrigerator cars or by

express, as the quantity may justify. No increase in the raising of produce is expected, as cotton is the prime favorite as a money crop.

This service is not popular with the postmasters and the public, as train service is superior.

Principal traffic south is from Birmingham. Northbound it is more evenly divided. A Louisville & Nashville local R. P. O. train leaves Birmingham just as the truck leaves and runs ahead of it all the way to Clanton. On the northbound trip train competition is less locally, hence more mail is picked up by the truck. What local matter is received by the truck is advanced slightly. That which is meant for Birmingham, or for points beyond that place, makes no time. A train follows the northbound truck and arrives at Birmingham 50 minutes later than truck. Mail sent by train is worked in the R. P. O. when it arrives. That arriving by truck has to be worked in the Birmingham post office at the busy time of the day. On the southbound trip mail picked up is turned over to driver on truck from Montgomery to Clanton. Anything picked up before Louisville & Nashville train No. 1 passes the truck, which is about Jemison, loses time, except parcel-post matter which can not be given to train No. 1, except at Calera.

Considerable mail of all classes, except daily papers, is held from train No. 9 and given to the truck. Any of this matter that is for patrons of rural routes attached to way offices loses 24 hours, as the carriers are held for the train but not for the truck. Matter for stations loses from 80 minutes to 3 hours, depending on the distance from Birmingham.

This mail is being diverted to this route, and thereby delayed, upon the instructions of the agent of the Fourth Assistant who laid out the route. No other authority. The postmaster at Birmingham appears desirous of making the route show a profit regardless of the manner by which such balance is obtained.

This route parallels the Louisville & Nashville Railroad (Nashville and Montgomery R. P. O.) for its entire length, every office served by the truck being a station on the railroad mentioned. About half of the truck route duplicates rural delivery service which it is impracticable to discontinue. No motor truck or star route service duplicated. No service superseded or discontinued by the truck, and it is not feasible to discontinue any.

Present service other than motor truck is entirely adequate for the needs of the service. The railroad paralleled has four trains in each direction daily. If it were possible to amend the route so as to avoid competition with the railroad mentioned it might be of some benefit, but as now operated it is entirely useless.

BRIEFS FROM REPORTS BY POSTMASTERS.

Calera.—Very little said about truck and not used as extensively as it might be.

Verbena.—Route is being used and patrons are well pleased with it.

Jemison.—Not using route much, but patrons think that it is a good thing. May use it more extensively next spring.

Thorsby.—No great interest, but expect some business when patrons become acquainted with the system.

Clanton.—Patrons not taking advantage of route and do not seem to see any advantage in it.

Birmingham.—Patrons not using route to full extent, but business increasing.

EXHIBIT No. 38.

MOTOR TRUCK MAIL ROUTE, MONTGOMERY TO CLANTON, ALA., 47.7 MILES.

Route established November 27, 1918.

Section of group route Birmingham to Montgomery, Ala., 108.7 miles:

Leave 8 a. m.	Montgomery	Arrive 4:30 p. m.
Arrive 12 noon	Clanton	Leave 12:30 p. m.
Leave 12:30 p. m.	Clanton	Arrive 12 noon
Arrive 6:30 p. m.	Birmingham	Leave 6 a. m.

Country practically level. Summers hot and dry, with much cold rain in winter, but no snow. Of roads one-half in fair condition; rest plain country mud roads, 12 miles of which is in poor condition, probably impassable for truck three or four months in winter and spring.

Farms in the main are worked by negro tenants and about only crop raised is cotton. Nearly everyone has a small garden, and in some instances chickens and eggs produced in excess local consumption, being disposed of in small lots at Montgomery by local dealers, who as a rule purchase same direct from producers. No increased production due to the establishment of the motor service. Truck service apparently not popular with postmasters and patrons, due to inadequacy of railroad service.

Traffic very light either direction. All mail from Montgomery to first four offices reached sent by truck as it beats train; there truck is passed and mail to other offices sent by R. P. O. service. Post offices from Montgomery to Clanton dispatch northbound parcels to truck after train 12 leaves, as train 2 does not make local stops. Mail from Birmingham truck received at Clanton carried to Montgomery post office without essential gain. Southbound mail largely transit, though some for delivery at Montgomery, but no improvement over R. M. S. Mail for further transportation dispatched at Birmingham and Montgomery. Apparently no mail held for truck; that dispatched from Montgomery for first four post offices gains few minutes over train service; that dispatched by way offices neither loses or gains time; while that dispatched to south leaves ahead of train, no gain in point of delivery to addressees.

Route parallels Louisville & Nashville Railroad for entire length; deviates to one post office on another railroad, and fine railroad service competed with at all offices. Train service, therefore, is considered adequate, and in some cases more than is desired. Motor service is considered superfluous, should not have been established, and should be discontinued at once.

BRIEF OF POSTMASTER'S WRITTEN REPORTS.

Montgomery, Ala.—Patrons not using route fully, but speak of it as a great service for the development of the parcel-post business.

Clanton, Ala.—Patrons not taking advantage of the service to any great extent and very little is heard concerning it.

Verbena, Ala.—Not much new business to report, but patrons seem to like the new service.

Mountain Creek, Ala.—No new business, and patrons must be educated to using the truck service.

Coopers, Ala.—Patrons using the train service, and many say that it does not look like the motor service would prove profitable to the department.

Speigner, Ala.—Patrons not using route freely. Most mail dispatched by train.

Millbrook, Ala.—About 90 per cent parcel-post mail sent by truck, amounting to \$1.44 for six days ended December 14; represents new business. All patrons seem pleased with the new service.

Marbury, Ala.—Route not utilized fully. Patrons seem to think well of motor service.

EXHIBIT No. 39.

MOTOR-TRUCK MAIL ROUTE, CHATTANOOGA TO SPRING CITY, TENN., 61 MILES.

Route established November 6, 1918.

Section of group route, Chattanooga to Knoxville, Tenn.

Leave 6 a. m.	Chattanooga	Arrive 6.30 p. m.
Arrive 12 noon	Spring City	Leave 12.30 p. m.
Leave 12.30 p. m.	Spring City	Arrive 12 noon.
Arrive 6.30 p. m.	Knoxville	Leave 6 a. m.

Topography mountainous, but roads traveled are up and down a valley, and terrain actually covered is only slightly rolling. Considerable snow in winter but not enough to interfere with movement of truck, which will probably be able to operate 12 months in the year.

Principal money crop is strawberries, though considerable quantities of chickens, eggs, butter, fruit, and vegetables produced in excess of local consumption, which is marketed in Chattanooga, except that strawberries go to northern markets in iced cars. No increase in production by reason of the truck. Shipments made to Chattanooga by mail, express, or freight, according to quantity, except that strawberries are handled as stated. A private truck line also carries considerable matter to Chattanooga.

As truck advances little or no mail, it is not popular with postmasters and the public, though there is no objection to additional service that costs the community nothing.

On outward trip, principal mail handled is parcels from Chattanooga to offices on the route. On inward-bound trip a little mail is received at Spring City from Knoxville truck, and matter is picked up at various offices, though an R. P. O. train arrives at Chattanooga five minutes after the truck arrives, by which all of this mail could be sent. No advantage to any mail sent by truck except between local offices on north end of route. That sent to Chattanooga on southbound trip for Chattanooga and Meridian R. P. O. and the Chattanooga, Rome, and Atlanta R. P. O. is delayed approximately 12 hours by reason of insufficient time for working in the Chattanooga post office, it then being the busy hour in the mailing section, which working would not be necessary if brought in by train, as it would be worked in R. P. O. by postal clerks therein.

No mail on outward-bound trip goes to railroad connections. On return trip all mail is carried to Chattanooga for transfer to railroad service except such as is for local delivery.

Fifty to two hundred pounds parcel-post matter held at Chattanooga for truck that should be dispatched an hour earlier by local R. P. O. train. Inward-bound mail actually reaches Chattanooga five minutes earlier than by train. This is delayed as already shown. An agent of the Fourth Assistant, and the assistant postmaster at Chattanooga, instructed postmasters on route, especially at Dayton and Soddy, the two largest offices, to dispatch all mail on hand on arrival of truck by it in order to make a good showing and save time.

Route parallels R. P. O. service the entire length. No star route or truck route duplicated, paralleled, or discontinued by this truck. Route duplicates Rural Delivery Service nearly all the way between terminal, and the discontinuance of any part of this service is deemed impracticable.

Train service is entirely adequate. Motor-truck service is superfluous. Mail sent out by truck for patrons on rural routes attached to way post offices is delayed 24 hours as carriers await the arrival of Cincinnati and Chattanooga train No. 6, but do not await the arrival of the truck. Anything sent out on truck on Saturday for such patrons is delayed 48 hours.

BRIEFS OF POSTMASTERS' REPORTS.

Spring City.—No new business. Everyone thinks it a good thing, but doubts its success in this section. Thinks patrons will later utilize route and that it will prove more successful at a different season of the year.

Sale Creek.—No new business. Thinks patrons understand its advantages. Motor route follows railroad almost the entire distance. There is a daily motor express which follows same road and gets the business.

Dayton.—Small percentage of increased business. This service is new to patrons and they are just beginning to understand the advantages it affords. Motor express which operates daily between here and Chattanooga is the greatest competition we could have. Am sure this motor business will steadily grow and please the people if possible to get it on a paying basis.

Daisy.—No new business. Hear nothing said about the route.

Soddy.—No new business. Patrons think it a fine thing. Not well patronized.

Evansville.—No new business. Patrons like it. Route not well patronized.

Graysville.—No new business. Service given does not meet demands of the community and a private truck line gets the business.

Sheffield.—No new business. I have heard no expressions of opinion about it.

Chattanooga, Tenn..—No new business. The route follows a local R. P. O. train that makes all stops and all deliveries. The parcel-post matter dispatched on this route is given to it to reduce the number of handlings and to conserve car space. As the route does not serve any patron of this office, I am not thrown in contact with anyone who could utilize the route; therefore, have heard no expressions of opinion regarding it.

EXHIBIT No. 40.

MOTOR TRUCK MAIL ROUTES, KNOXVILLE TO SPRING CITY, TENN., 70.3 MILES.

Route established November 12, 1918.

Section of group route, Chattanooga to Knoxville, Tenn.:

Leave 6 a. m.	Knoxville	Arrive 6.30 p. m.
Arrive 12 noon	Spring City	Leave 12.30 p. m.
Leave 12.30 p. m.	Spring City	Arrive 12 noon.
Arrive 6.30 p. m.	Chattanooga	Leave 6 a. m.

Topography hilly, but route follows valleys except for short distance. Roads generally good, graded, and hard surfaced, over which service can probably be operated entire year. Much rain and some snow in winter, but this will not interfere.

Products are corn, wheat, grass, cattle, chickens, eggs, butter, fruit, and some vegetables. No increase in production due to this route and none expected. Production is in excess of local consumption. It is bought by local dealers and sent to commission dealers in near-by cities. Very little sent by mail and increase of considerable per cent not expected.

Only popularity is at Kingston, Tenn., third-class office, county seat of Roane County, to which place morning daily papers from Knoxville are advanced about four hours. A small amount of other classes of mail to Kingston is advanced, such mail originating at Knoxville after 7 p. m. previous day.

Outwardbound traffic mainly from Knoxville to Kingston. Small amount between Knoxville and Lenoir City, but this is all delayed except that for first station—Bearden. On inwardbound trip Kingston sends all mail then on hand to Knoxville by truck. No great difference in traffic in either direction. Truck arrives at Knoxville ahead of train, but city mail can not be delivered until next day, and transit matter brought in has to be worked in the Knoxville post office at the busy hour of the day and is not advanced. On outwardbound trip no dispatch is made by truck driver to railread service, though each office passed is a railroad station except Kingston. All mail, except local, is turned over to carrier on Chattanooga-Spring City truck. On inwardbound trip all collections are carried to Knoxville except local matter. Amount of transfer to and from Chattanooga truck is relatively small. Only third and fourth class matter is sent from Knoxville to offices between there and Lenoir City. Truck leaves Knoxville ahead of train, but train passes it after first station is passed. Postmaster at Bearden prefers mail come to that office by train. This is only diversion entailing delay and was made on instruction of representative of the Fourth Assistant. Other mail sent by truck loses no time and gains none.

Motor-truck parallels R. P. O. service from Knoxville to Lenoir City, 23 miles, and from Rockwood to Spring City, 15.5 miles. Only one office—Kingston—not on railroad. No star-route or motor-truck service duplicated or paralleled. R. P. O. service is ample for all offices reached and trains carry all classes of mail on about same schedule as truck. The advance of the daily papers to Kingston could be effected by an additional trip of star-route service between Kingston and Harriman, Tenn., at a nominal cost. This would also advance daily papers from Chattanooga to Kingston, which the truck is not able to do.

As a mover of produce from the producer to the consumer the route is a failure, and its only use is to furnish an additional supply of mail of all classes, and especially daily papers, to Kingston, Tenn.

BRIEFS OF POSTMASTERS' REPORTS.

Kingston.—No new business. Route not being utilized much. May do better in summer. Patrons like early mail from Knoxville.

Lorraine.—Route not used at all. Patrons say it is of no benefit.

Spring City.—No new business. Route not used to great extent. Patrons have had only short while to get acquainted with it. Also this is bad season for country folks. They are hopeful it may prove successful, but are doubtful of it in this section.

Roddy.—No new business. Patrons not utilizing it and say it is useless.

Martel.—Truck little if any advantage to this office. Train going west at same hour as truck. Eastbound mail advanced a little. Patrons pay little attention to it though I have advertised it well.

Bearden.—Route used but little. No advantage.

Knoxville.—Some new business. Patrons are not utilizing this route as they might. We have made efforts to get it before them and have had notices in the papers, but it is not picking up the business that it should in our estimation. I am especially disappointed at the small amount of business done with Kingston and in that vicinity for 15 or 20 miles either way, because they have no railroad facilities and I had hoped this would give them direct mail connection and that they would appreciate it, but they seem not to have done so. Our drivers make every effort in that vicinity to get business, but it has not been what it should be.

EXHIBIT No. 41.

MOTOR TRUCK ROUTE, NASHVILLE TO FAYETTEVILLE, TENN., \$3.8 MILES.

Established November 1, 1918. Not included in group route.

Leave 5 a. m.	Nashville	Arrive 7.30 p. m.
Arrive 12 noon	Fayetteville	Leave 12.30 p. m.

Country is rolling and in some places hilly. Roads from Nashville to Shelbyville in good condition and reasonably well kept. From Shelbyville to Lynchburg, they are not well kept; from Lynchburg to Fayetteville they are hard surfaced and in good repair. Climatic conditions are such that motor service can be operated the entire year. From January to March it is believed that the road from Shelbyville to Lynchburg, a distance of 15 miles, will be impassable for heavy trucks. During the month of November the service was spasmodic, since which time it has been fair only, delays being attributable to poor equipment provided.

The products consist of horses, cattle, corn, wheat, grass, chickens, butter, eggs, and a considerable amount of garden truck from Shelbyville to Nashville. These products are raised in excess of the local market consumption, the natural and actual market being Nashville. Freight and express has been utilized, but quantities as much as wagon or truck loads have been taken to market by the owner or shipper.

The route is not popular, reason being that it is not dependable as a supplemental dispatch. Between certain offices there is an advantage.

The office of Nashville dispatches approximately 30 to 50 pounds of second-class mail daily to Eagleville and Unionville, a distance of 31 and 40 miles, respectively, with some gain in time and with the exception of an occasional parcel-post package picked up en route is all the mail carried on the outward trip. On the inward trip a small amount of mail that has accumulated after the departure of the star-route carriers from Shelbyville and Fayetteville is dispatched. There is some gain in time by use of truck as supplemental dispatch.

Practically all mail dispatched by Nashville on truck originates at that point and is destined for offices on the route, mainly Unionville and Eagleville. About one-half of that dispatched by the intermediate offices is for local delivery; the remainder is either dispatched by railroad service at Nashville or is carried through to Nashville and so dispatched from there, the dispatch depending on whether the matter originates south or north of Shelbyville and as to whether the truck is running on time or late, as usual.

It does not appear that any matter is being withheld from dispatch at any point in order to give business to the route, though it appears that a representative of the department gave general instructions to the postmasters on the route to dispatch everything possible to the route.

Star-route service from Nashville and Nolensville, distance 12.5 miles, star route Shelbyville to Unionville, distance 12.5 miles, Shelbyville to Fayetteville, distance 31.2 miles, is duplicated the entire length, and it would be impracticable to discontinue any existing star-route service, except from Shelbyville to Unionville, costing \$700. Rural-route service is duplicated practically the entire distance. No service of any kind has been discontinued on account of the establishment of motor service.

The present service is adequate for all the needs of the territory served.

If the route should be reversed and curtailed to operate from Shelbyville to Nashville, a distance of 52.6 miles, omitting that portion between Shelbyville and Fayetteville, which is covered by a motor route that can not be discontinued, thereby giving a morning mail to the market at Nashville instead of late evening service, it is probable that the farmers would patronize it more liberally and that the people would turn their attention to trucking for the Nashville market. This opinion is concurred in by the postmaster at Nashville and by the one at Shelbyville. This would also give Nolensville and Unionville, inland post offices, improved service.

BRIEF OF POSTMASTERS' WRITTEN REPORTS.

Nashville, Tenn.—Very little increase in business. Route not fully utilized now, but believes business will increase. Having trouble maintaining schedule.

Eagleville, Tenn.—No new business. Route not fully utilized by patrons.

Flat Creek, Tenn.—Some new business. Route not fully utilized by patrons at present, but believes business will increase.

Woodbine, Tenn.—No business with truck. Schedule not convenient.

Unionville, Tenn.—No new business. Schedule irregular—not much patronage—does not believe route will be a success.

Shelbyville, Tenn.—Some new business; arrives at Nashville one hour sooner than by express. Route not fully utilized as yet.

Mulberry, Tenn.—Some new business. Route not fully utilized. Schedules not good. Star route gets most of mail.

Lynchburg, Tenn.—No new business. Route not fully utilized. Regular train service preferred because it is better.

Fayetteville, Tenn.—If the department wants us to encourage this truck line we will do so; but it looks like a complete failure to us. We can see no demand for it, and it has up to the time been so irregular; it has not been here for several days. It is not right for this office to give them mail for Nashville, and beyond there, when we have two mail trains leaving here after it does, and both get to Nashville several hours sooner. This truck leaves here at 12.30 p. m. and gets to Nashville between 8 and 10 p. m., and both these mail trains get there between 6 and 7 p. m. No business created by truck. Patrons do not seem to care for the route.

EXHIBIT No. 42.

MOTOR-TRUCK MAIL ROUTE, NASHVILLE, TENN., TO GLASGOW, KY., 87.5 MILES.

Route established September 23, 1918.

Section of group route, Nashville, Tenn., to Louisville, Ky., 247.3 miles.

Leave 5 a. m.	Nashville	Arrive 7.30 p. m.
Arrive 12.30 p. m.	Glasgow	Leave 1 p. m.
Leave 6 a. m.	Glasgow	Arrive 7 p. m.
Arrive 12 noon	Bardstown	Leave 1 p. m.

(Making connections at Bardstown for Louisville, Ky., via Louisville and Danville route.)

Country served rolling in topography. Climatic conditions favorable. Road in part good, but rough and worn in places and subject to prolonged overflow north of Scottsville, Ky. Probable that operations will have to be suspended during flood times in spring, possibly for a week or two, barring which road should be such as to enable continued use, although schedule will be maintained with difficulty in spring and after heavy rains. Service has been very irregular, due to unserviceable truck; but since new truck has been used, service has improved, but truck still frequently late. Route too long for efficient operation.

Corn, wheat, tobacco, and live stock raised. No extensive growers of mailable produce, although all farmers have variable quantities of eggs, poultry, and, occasionally, butter; the latter in small quantities. Some skins of animals shipped in winter, as well as rabbits. Farms largely small and land poor. Excess of farm products sold either to merchants or hucksters. Very little shipped by mail, postage on same aggregating about 90 cents daily as to new business.

Due publicity given, but farmers little interested in truck service for farm produce, but appreciate it where mail is expedited. Traffic is about equally divided as to trips. Mail is expedited to local offices, in some instances as much as two hours, but mail expedited is not large in quantity. On the return trip mail greatly expedited at Scottsville in dispatch, quantity considerable, and mail is advanced to three way offices, but quantity from three offices is very small. At many offices no mail is advanced. Seventy-five per cent of the mail received from and dispatched at Nashville is for transit points.

Mail is held for truck at Galatin received from Hartsville, causing delay and missing of connections at Nashville. Orders were not received to hold mail for truck, but postmaster believed he was advancing mail. Other mail forwarded from Galatin by truck that would make as good connections by rail, this by departmental instruction.

The motor service parallels rail service for 80 per cent of its length. No service has been superseded and none can be. Facilities for mail prior to establishment of truck service reasonably adequate. Could be improved by closed pouch from Scottsville by railroad, at small cost if necessary. Schedule

should be reversed to encourage shipments of farm produce, but if reversed the truck could be of little use for mail of other classes.

BRIEFS OF POSTMASTERS' REPORTS.

Glasgow, Ky.—There is very little to be gained by using the truck to any point, but it is utilized as far as possible by patrons. No new business is in evidence.

Bethpage, Tenn.—Patrons well pleased with truck service for parcels, but seem to consider its use for mail of other classes inferior to present service.

Edenvold, Tenn.—No mail sent or received. Occasionally, however, daily Nashville papers received from truck.

Lucas, Ky.—For week ended December 14, postage on parcels aggregated \$7.36, of which 70 per cent is new business. In some instances patrons shipping butter fat thereby. Patrons delighted with service.

Madison, Tenn.—Patrons not using route and do not speak of it. Service so far irregular and undependable.

Saunders, Tenn.—Service is not of much benefit only for daily papers, as four-train mails now received daily.

Galatin, Tenn.—Some interest shown and new business is estimated at 25 per cent. Mail to Nashville is expedited.

Adolphus, Ky.—No interest shown and motor service has been very irregular.

Petroleum, Ky.—No increase in business and patrons not well satisfied with motor-truck service, due to irregular schedule.

Scottsville, Ky.—No new business of any size, and patrons not using service to the extent they would if schedule was regular. If dependable, service would be well patronized.

Hendersonville, Tenn.—No benefit derived. Service adequate without truck.

Westmoreland, Tenn.—No new business. Patrons say star service better and motor service not needed.

Nashville, Tenn.—Very little, if any, new business developed as yet. Interest growing, however. Can serve valuable purpose as supplement to mail facilities in communities not having good railroad facilities.

EXHIBIT No. 43.

MOTOR-TRUCK MAIL ROUTE, GLASGOW, KY., TO BARDSTOWN, KY., 74.7 MILES.

Route established September 23, 1918.

Section of group route from Nashville, Tenn., to Louisville, Ky., 247.3 miles.

Leave 5 a. m.	Nashville	Arrive 7.30 p. m.
Arrive 12.30 p. m.	Glasgow	Leave 1 p. m.
Leave 6 a. m.	Glasgow	Arrive 7 p. m.
Arrive 12 noon	Bardstown	Leave 1 p. m.

(Making connections at Bardstown for Louisville, via Louisville and Danville route.)

Topography of country served, rolling to level. Climatic conditions favorable. Road fair in some sections, poor in others; as a whole, not suitable to truck service. Rough and rocky roads cause frequent breakdowns and irregular schedules, and truck frequently late. Expense to maintain service prohibitive.

Corn, wheat, tobacco, and live stock are raised. Small excess in butter, eggs, and poultry and some pelts shipped in winter. No one grows vegetables extensively. Farms small and poor. Excess of farm products sold to merchants and hucksters very largely and little sent by mail. Very little new business. Route can not be termed popular, due to irregular schedule and absence of products suitable for mailing. Very little patronage accorded to it. Traffic light both ways. Material advance of small quantity of mail from Bardstown to New Haven and return; some advance between way offices, mail advanced small in quantity. Of little benefit for mail. Very little through mail is obtained at terminals. Bulk of that carried to terminals is for transit points. No evidence of mail held back. Diversion at Bardstown and New Haven justified. Duplicates with star route 12.25 miles and with rural service entire distance. No railroads directly paralleled, but railroad offices are touched at terminals and also at Hodgenville and New Haven.

No service of any kind has been superseded and none can be. Needs of offices for supplemental dispatch by motor truck not apparent. No public demand for route, and representative of department reported adversely on establishment because of bad roads.

BRIEFS OF REPORTS OF POSTMASTERS.

Glasgow, Ky.—Motor-truck service of small advantage, but being utilized by patrons to fullest extent possible. For week ended December 14 postage on parcels sent to truck aggregated 11 cents, one trip being omitted on account of broken spring on truck.

Bardstown, Ky.—No new business on route and same not used extensively because of late arrival and departure of truck.

Hodgenville, Ky.—No new business to report, but patrons are evidently well pleased with service and will probably utilize it to a greater extent.

Athertonville, Ky.—Excellent mail service from railroad by star route, and consequently motor truck of no great advantage. Local hucksters buy all produce and carry it to market themselves.

Buffalo, Ky.—Motor service very desirable, if operated regularly. Mail for Louisville deposited after star route leaves advanced 18 hours to Louisville if truck is on time.

Magnolia, Ky.—If operated on time, the motor-truck service might be a good thing for the community.

Hardyville, Ky.—Some interest shown in truck service by patrons, but the truck is too irregular to be dependable and therefore is little used.

New Haven, Ky.—People are using the truck service and seem to be pleased with it.

EXHIBIT No. 44.

MOTOR TRUCK MAIL ROUTE, LOUISVILLE, KY., TO DANVILLE, KY., 86.2 MILES.

Route established September 23, 1918.

Section of group route, Nashville, Tenn., to Louisville, Ky., 247.3 miles.

Leave 5 a. m.	Nashville	Arrive 7.30 p. m.
Arrive 12.30 p. m.	Glasgow	Leave 1 p. m.
Leave 6 a. m.	Glasgow	Arrive 7 p. m.
Arrive 12 noon	Bardstown	Leave 1 p. m.

Making connections at Bardstown on Louisville and Danville route, for Louisville:

Leave 5 a. m.	Louisville	Arrive 7.30 p. m.
Arrive 12 noon	Danville	Leave 1 p. m.

Country rolling to level. Climate conditions favorable. Roads, on the whole, suitable, though bad in spots. Schedule maintained with fair regularity and believe route can be operated the year round barring exceptional weather conditions, although the schedule may be difficult to maintain in rainy weather and in early spring.

Principal products, corn, wheat, tobacco, hemp, and live stock. Little excess of marketable produce for export. Excess largely sold to hucksters operating from towns to private motor truck line. Some sold to merchants. Considerable garden truck raised near Louisville, but producers take this to market personally. No increase in production as yet. New business in mails about \$1 per day.

Outbound traffic from Louisville heaviest by 100 per cent, and nearly all mail received there. Only about 25 per cent of such mail is actually mailed at Louisville, remainder from transit points. Principal loads constitute short hauls from Louisville to Bardstown and Springfield, 39.9 and 61.5 miles, respectively. Mail for these offices advanced 2 hours over train service, and mail also materially advanced to four small star-route offices. No particular demand for expedition, but it is appreciated by patrons. Train service is superior to truck on return trip as relates to shipping of produce, train dispatch securing delivery of produce at Louisville after receipt there on same day, while that sent by truck can not be delivered until the following day. Truck of some advantage for mails between way offices, noticeably at Perryville, but quantity of mail advanced not large. On outbound trip but small percentage of mail

is of local origin after leaving Louisville. The bulk of mail received by the truck is for local destination. Inbound mail only accumulation after train leaves, and 75 per cent of mail reaching Louisville is for transit points. No evidence of mail being diverted without warrant, although all mail carried has been diverted from railroads without discontinuing car space.

Route serves considerable area somewhat remote from railroads, but the offices located therein are well served from railroad points and the route is indirectly parallel to rail lines 60 per cent of its length. No service has been superseded and none can be.

Service by former facilities reasonably adequate. Schedule not suited for farm produce and if reversed, as it should be, it would lose its value for mail. Reversal of schedule would, however, encourage shipments of farm produce and would make possible delivery of same at Louisville promptly. The farm-to-table movement was attempted extensively some time ago at Louisville in connection with rural routes, but with no results.

BRIEFS FROM REPORTS OF POSTMASTERS.

Mount Washington, Ky.—Many requests from patrons that mail be sent by motor-truck service, and everyone pleased with the service.

Buechel, Ky.—Patrons receive morning mail earlier and are much pleased.

Louisville, Ky.—About 2 per cent new business and some interest in the motor-truck service displayed. Mail is only sent by truck when it is advanced.

EXHIBIT No. 45.

MOTOR TRUCK MAIL ROUTE, CINCINNATI, OHIO, TO CYNTHIANA, KY., 65.4 MILES.

Established September 30, 1918.

Section group route, Cincinnati, Ohio, to Danville, Ky., 144 miles:

Leave 5.30 a. m-----	Cincinnati-----	Arrive 6.30 p. m-----
Arrive 11 a. m-----	Cynthiana-----	Leave 1 p. m-----
Leave 1 p. m-----	Cynthiana-----	Arrive 12 noon-----
Arrive 7.30 p. m-----	Danville-----	Leave 5.30 p. m-----

General topography hilly. Climate not severe, and continuous travel should not be interfered with on that account. Road hard surfaced entire way with gravel or rock, surface uneven and not suitable for fast travel. Carrier frequently late with 12-mile-an-hour schedule, and occasionally curtailed on account of bad roads and breakdowns. Omitted entirely on some few days.

Near Cincinnati, Ohio, and Covington, Ky., there is general gardening, the producer delivering products to market. Hucksters also collect and sell produce. No increase of produce on account of route. Production in excess of local consumption. Excess disposed of as above, also by steam and electric railway. Very little sent by mail on account of weight limitations and packing restrictions and because express rates offer better inducement.

This service is well received by postmasters and people as a new enterprise naturally would be, but not patronized by people as it does not appeal to them from a financial standpoint. Only a negligible use is made of it.

Principal amount of mail carried, 97 per cent, is from Cincinnati to Covington, nine-tenths mile, for which R. P. O. and street cars, as well as screen-wagon service, is available. Limited amount of transit mail carried from Covington to Latonia, 2.5 miles, and to Independence, 11.9 miles. On return trip practically only points mail received is Cynthiana and Falmouth, which goes to Cincinnati, except a little local mail. Transit mail carried to Cincinnati is practically all delayed. No appreciable advance in delivery of any mail except small amount for Independence, fourth-class office, and very small amount of local. No train connections made in either direction that are of value to the service. No business worthy of mention except short haul above referred to, which was formerly carried for a small cost.

Practically all mail is diverted from other means of transportation; only advantage worthy of note being in dispatch by truck to Independence, a fourth-class inland post office. Unjustifiable diversion at Cincinnati and Covington outbound affects at least 90 per cent of mail carried. Diversion made simply because truck is available. Route is of practically no service value.

Route parallels Cincinnati and Knoxville R. P. O. all the way, except that Independence, fourth class, is not on R. P. O. Also duplicates star route Covington to Independence, 12 miles, which could not be discontinued. All roads supplied by rural delivery routes. No service has been discontinued through establishment of this route. Only used as additional supply. No material change could possibly be made. R. P. O. above mentioned has trains running in both directions on practically same schedule as truck, offering better facilities for distribution and dispatch to connections.

Former service was adequate to meet all service needs of community reached. Practically no new business has been developed, substantially none as related to business between producer and consumer. Only remote instances of stops being made at other post offices to pick up mail.

BRIEFS FROM POSTMASTERS' REPORTS.

Fickburg, Ky.—No interest in service shown.

Independence, Ky.—Patrons not using route fully, and no apparent interest.

Cincinnati, Ohio.—Practically all mail on this route has been diverted, although advanced in so doing. Patrons state that they would use truck if rates cheaper.

Covington, Ky.—No comment relative to service, and patrons are not using the route as fully as they might, for reason that train service is better. Perishable articles would be in bad order if mailed previous night and held for dispatch by truck following morning.

Falmouth, Ky.—Eggs being sent by request to Covington, as motor is better than train on return trip, and Cincinnati mail in afternoon is advanced from 3 o'clock to 4.46 p. m. by truck.

EXHIBIT NO. 46.

MOTOR-TRUCK MAIL ROUTE, DANVILLE TO CYNTHIANA, KY., 78.6 MILES.

Route established September 28, 1918.

Section of group route, Cincinnati, Ohio, to Danville, Ky., 144 miles:

Leave 5.30 a. m.	Danville	Arrive 7.30 p. m.
Arrive 12 noon	Cynthiana	Leave 1 p. m.
Leave 1 p. m.	Cynthiana	Arrive 11 a. m.
Arrive 6.30 p. m.	Cincinnati	Leave 5.30 a. m.

Topography of country rolling, with hills in the vicinity of the Kentucky River. Roads are generally good, but are rough and worn in spots. As far as roads and climatic conditions are concerned, it should be possible to serve this route throughout the entire year.

Diversified farming followed generally. No large surplus of marketable produce. No attempt made to grow garden truck extensively. Variable quantities of eggs and poultry for export and occasionally butter. Hucksters travel country generally in vicinity of large towns and they pay cash for all surplus produce. Eggs and poultry shipped by carload lots by commission men at several times.

Motor-truck route not popular with farmers and postmasters are noncommittal or not impressed with its possibilities. No through mail is carried by truck except an occasional fragile or bulky parcel, and it is delayed eight hours if addressed to terminals or for transit points there. An average of 2 pounds of first class, 3 pounds of second class, and 4 of fourth class mail is received at Danville; this almost entirely for Hedgeville and Hubble, star route offices not delivered by truck and returned by star route carrier from Lancaster, where it is discharged by truck. Truck of little use to offices between Lancaster and Cynthiana. From Cynthiana to Danville a few parcels per week of farm produce are carried. On the average, 6 pounds of first class, 6 pounds of second class, and 5 pounds of fourth class matter are handled on the trip from Danville to Cynthiana. The route is not valuable for mail and the truck makes no connection not made by trains. A small quantity of mail is advanced to Hedgeville and Hubble from Danville; a small amount from Lexington to Paris and from Paris to Cynthiana, and vice versa. The amount of through mail carried is negligible, as railroads furnish more expeditious routings.

No special instructions received as to diversion of mail and no great quantity of mail diverted. A railroad and an electric line, the latter with frequent trains, are paralleled between Nicholasville and Paris, and a railroad is paralleled from Paris to Cynthiana, rail lines being paralleled for a distance of 44.6 miles. A star route from Danville to Lancaster, and another star route from Lancaster to Nicholasville is duplicated for entire distance, thus the entire motor-truck route either parallels rail lines or duplicates travel with star routes. The star routes can not be discontinued or curtailed without injury to the mail service. Adequate service aside from the truck route is given.

If the schedule of the truck route were reversed, it would serve to encourage shipments of farm produce, but it is not believed the route under any conditions would be profitable for farm produce because of character of products raised by the farmers and his disinclination to sell by mail.

BRIEFS OF POSTMASTERS' REPORTS.

Cynthiana, Ky.—Patrons not using service as fully as they might. Postage on fourth-class matter for period of six days, \$4.10.

Kelat, Ky.—On rural route from Berry and not touched by motor route.

Lexington, Ky.—No great interest apparent. When patrons become acquainted with motor-truck service expect increase in business.

Danville, Ky.—The patrons of this office have very little to say concerning the truck service, and they are certainly utilizing it very little.

EXHIBIT No. 47.

MOTOR TRUCK MAIL ROUTE, CINCINNATI TO HILLSBORO, OHIO, 62.4 MILES.

Business, August (from 12th), September, 1918.

Round trips	41 $\frac{1}{2}$
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Postage on mail carried, by classes:	
First	\$971
Second and third	50
Fourth	159
Total	1,180
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Approximate expense	673
War tax on first class, deducted, leaves	856

Section of group route, Cincinnati to Columbus, Ohio, 144.4 miles:

Leave 6.30 a. m.	Cincinnati	Arrive 6.30 p. m.
Arrive 12 noon	Hillsboro	Leave 1 p. m.
Leave 12.30 p. m.	Hillsboro	Arrive 12 noon.
Arrive 7.30 p. m.	Columbus	Leave 5 a. m.

Topography, hilly in places but mainly rolling. Roads good with exception of 12 miles, which must be traversed at reduced speed. Schedule not regularly maintained, occasional interruptions due to car trouble and weather conditions; little possibility of snow blockages. Time lost on bad stretch of road usually overcome by excessive speed on good road, which is damaging the car.

General diversified farming followed, with farmers as a rule raising butter, eggs, fruits, and garden truck in excess of local consumption. Surplus is assembled by local merchants for shipment in quantity by express and freight to commission merchants at Cincinnati. Hucksters operate in territory nearer Cincinnati quite extensively and follow same plan of local merchants in disposing of produce. Not more than 5 per cent produce sent by mail. No increased production following establishment motor-truck service. Postmasters are inclined to favor motor service on account of cancellations, while country merchants appear to be opposed to it. Indifference generally shown. Patrons favorably impressed with service as new enterprise but are not using it to any appreciable extent.

Little mail is carried either way. From Cincinnati a little mail of all classes is carried to local offices en route. Truck closely follows closed-pouch schedule

via electric railway and consequently only small supplemental dispatch made to it. Very little mail picked up at intermediate offices. On inward trip a little letter and parcel-post mail is received at Hillsboro and a few ounces of letters and from one to four parcels at each of the way offices. There is no point where mail in quantity is received, and no connections en route are made. Mail outbound is advanced 30 minutes to Newton, 10 miles, and 70 minutes to St. Martins, 45 miles, from Cincinnati. Slight advantage in exchange of mails between local offices. About 80 per cent of mail out of Cincinnati is transit, with no intermediate connections. On inward trip, about 75 per cent first-class mail, and 40 per cent parcel-post mail is for further transportation from Cincinnati. No mail has been diverted, as the Cincinnati post office refused to do so, though requested by departmental representative to send parcels by truck.

Available electric service parallels route for entire length, except retrace of 1.7 miles at St. Martins, and R. P. O. service parallels it one-third of distance. Rural service supplies box delivery to practically all the patrons. Former service adequate; if not so considered, could be added to at will by increased pouch service, the cost of which would be much less than truck service. The route has proven a failure in so far as the "producer-to-consumer" theory is concerned, and little is to be expected in the future either as an additional transportation facility or in connection with the farm-to-table theory. No business with great mass of wage earners has followed the establishment of the truck service; only financially able reached, with sprinkling of business with those endeavoring to economize. Their experience has been disappointing. The slight advantages gained by no means offers justification for the expenditure necessary to maintain this service.

SECTION ROUTE, CINCINNATI TO HILLSBORO, OHIO—STATEMENT OF POSTMASTERS.

Monterey, Ohio.—Patrons like the traction service best, as mail comes in one hour earlier, and not a day was missed during the heavy snows last winter.

Fayetteville, Ohio.—Route would be of more utility if producer and consumer could be brought closer together. Since lighter motor trucks placed in use patrons seem to think service will be a success.

Cincinnati, Ohio.—Nearly all mail carried by the truck has been diverted, but advanced to some extent. Patrons seem to believe that continued operation of motor service and increased business may result in the curtailment of electric service, and for this reason they are not using it fully.

Perintown, Ohio.—Do not hear much said about the route, and for six days postage on fourth-class matter amounted to 80 cents.

Milford, Ohio.—Patrons not using route extensively; those in town mail parcels for dispatch by trains and traction, while those in the country patronize the rural carriers.

Marathon, Ohio.—No one seems to think the motor service necessary, and not at all practical with roads as they are.

Hillsboro, Ohio.—Patrons may use the service in the future, but it takes time to educate them to realize the benefits to be derived from shipping direct to consumer.

EXHIBIT No. 48.

MOTOR-TRUCK MAIL ROUTE, COLUMBUS, OHIO, TO HILLSBORO, OHIO, 82 MILES.

Business August (from 12), September, 1918.

Round trips	49
Postage on mail carried, by classes:	=====
First	\$641
Second and third	25
Fourth	100
Total	766
Approximate expense	=====
War tax on first-class deducted, leaves	1, 101
	552

Section of group route, Cincinnati to Columbus, Ohio, 144.4 miles:

Leave 6.30 a. m.	Cincinnati	Arrive 6.30 p. m.
Arrive 12 noon	Hillsboro	Leave 1 p. m.
Leave 12.30 p. m.	Hillsboro	Arrive 12 noon.

Leave 7.30 p. m. Columbus Leave 5 a. m.

Country in greater part rolling and well cultivated. Roads for entire length of route hard surfaced but rough in some places. When heavy rains occur, route necessarily curtailed at Greenfield; impossible to maintain schedules only under favorable conditions.

General diversified farming followed, principal attention being given to raising hay and live stock. Practically all farmers depend upon surplus eggs, butter, milk, and poultry to pay current expenses. No increased production, but same in excess of local demands. As a rule produce assembled by local merchants and by them shipped by electric express; near cities producers take own produce to markets. Not more than 5 per cent produce reaches mails.

Motor service generally approved by postmasters and patrons, but interest limited. Most postmasters feel that route serves little or no purpose toward efficiency of service, and as a whole do not believe it will develop new business. Practically none developed to date.

Traffic, though light, moves in both directions and is fairly well distributed. Columbus and London on outbound trip gives truck 40 per cent of mail for intermediate offices and terminus. On inbound trip Hillsboro dispatches small amount of mail for R. P. O. connection at Greenfield; for remainder of trip about 10 per cent of mail is addressed for delivery at Columbus and 85 per cent for further transportation. Truck advances mail in a few instances a few minutes, but advantage gained is negligible, except that mail for Sedalia, a fourth-class office, is advanced three hours. About 70 per cent first-class mail handled by truck is for R. P. O. connections at Columbus, Washington Court House, and Greenfield. Of parcel-post mail, about 60 per cent is transit and 40 per cent of local origin. Postmasters generally instructed by departmental representative to give parcel-post mail to truck, but, as no material amount of mail carried, diversion not great. Business, practically all of which is drawn from existing service, very light.

Motor route parallels railroads for 43.6 miles, electric service for 23.7 miles, and duplicates rural service for practically its entire length. Closed-pouch service from London to Sedalia, a distance of 11 miles, now carried by truck. All offices passed by truck on railroads with exception of Sedalia. From service standpoint R. P. O. service is paralleled practically entire distance.

Former service entirely adequate and motor route is not useful as a transportation facility, giving slight benefit to few offices only. Advantages gained by no means justifies operation. No business from producer to consumer worthy of note has been developed. Only in rare instances is carrier stopped at villages or by patrons to pick up mail.

SECTION ROUTE, COLUMBUS TO HILLSBORO, OHIO—STATEMENT OF POSTMASTERS.

Columbus, Ohio.—Received instructions from representative of Fourth Assistant's Office to send all parcel post mail by motor truck for all offices on route. No new business as far as can be determined. More interest might follow a personal canvas.

Camp Chase, Ohio.—Not very much said about route; no new business.

West Jefferson, Ohio.—Patrons not using route to any extent. Might be a good thing for shipment of chickens, etc.

Hillsboro, Ohio.—No new business, but people appreciate service and in time it may be used more extensively.

London, Ohio.—Patrons not using route to any extent, but business may increase after it has been operating for a longer period.

Washington Court House, Ohio.—In view of excellent shipping facilities, and the fact that many hucksters operate throughout the territory selling produce in market at city prices, the general impression is that the route is of no material benefit to this city.

Bloomingsburg, Ohio.—No business not received before route was established, and it doesn't pay.

Leesburg, Ohio.—Service through Leesburg discontinued.

EXHIBIT No. 49.

MOTOR-TRUCK MAIL ROUTE, COLUMBUS, OHIO TO ZANESVILLE, OHIO, 63.2 MILES.

Business July, August, September, 1918.

Round trips	79
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Postage on mail carried, by classes:

First	\$2,773
Second and third	133
Fourth	379

Total	3,285
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Approximate expense	1,682
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War tax on first class deducted leaves	2,361
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Leave 6 a. m.	Columbus	Arrive 3.30 p. m.
Arrive 11 a. m.	Zanesville	Leave 11.30 a. m.

West one-half of route level plain; other half very hilly. Roads Columbus to Hebron level and tarvia surfaced; from Hebron to Zanesville many hills are encountered; tarvia surfaced from Brownsville to Zanesville; remainder of road in good condition. Service can be maintained for entire year, except for an occasional snow, which will not interfere for any length of time. So far schedules have not been maintained, and service has been undependable owing to length of route and car trouble experienced. Service too frequently omitted. Four post offices left without supply when route fails to operate.

For 20 miles out of Columbus much attention is given to gardening and diversified farming; milk, cream, butter, eggs, poultry, and vegetables being raised. Rest of route heavier farming, but has surplus of same products. No increase in production, but same greater than consumption. Surplus light produce marketed at Columbus or Zanesville by producers using own trucks for transportation, or sold to hucksters and local merchants, to be later disposed of to commission merchants in larger cities, same being shipped by freight and express. Very little produce shipped by mail.

Electric railway parallels route for 46 miles out of Columbus. Postmasters and patrons as a whole appear to like the motor service, however, some complain of irregularity of schedules and more severely of omissions. Has not met with popular approval.

Aside from a quantity of mail sent from Columbus to four post offices dependent upon truck for supply, the traffic is about the same in each direction. Transit mail from Columbus goes to Reynoldsburg, Etna, Kirkersville, and Jacksontown, all within 23 miles, except the latter which is within 50 miles. First three offices formerly served by closed-pouch service, via electric line, at nominal cost, Brownsville, Gratiot, and Hopewell formerly served by rural carriers also receive exchange with truck. Small amount local mail carried. Occasionally a letter or package is advanced a few minutes, while others are delayed a corresponding length of time. Old system was better, except as to Brownsville, Gratiot, and Hopewell. Seventy-five per cent of mail taken out of Columbus originates at other offices and was in transit there; 90 per cent of that picked up on outgoing trip, and 80 per cent of that picked up on incoming trip, is for offices beyond the termini. Little, if any, mail is transferred en route, except at Newark, where transit mail picked up on outbound trip is dispatched for further transportation by rail. Practically all mail handled has been diverted from other lines of transportation, only negligible advantage being gained. Not 5 per cent is new business.

Electric service parallels truck service from Columbus to Hebron, a distance of 38 miles, which serves all towns. One trip daily each way on this electric line has been superseded by truck, costing \$607.90. Mail-messenger service from Jacksontown to Atherton, costing \$199 per annum, has been discontinued. From Hebron to Newark route parallels Newark and Shawnee railway post office, distance of 10 miles, while from Newark to Zanesville, Wheeling, and Cincinnati, and Wheeling and Chicago's railway post offices are paralleled, though not closely.

Carrier is rarely stopped en route aside from offices supplied. If former service were restored all offices would be adequately supplied at less cost. Route by

no means has a service value proportionate to its cost. Not used to more than 10 per cent of its capacity, even after diversions of mail from other means of transportation.

SECTION ROUTE, COLUMBUS TO ZANESVILLE, OHIO—STATEMENT OF POSTMASTERS.

Newark, Ohio.—No new business apparent. Does not think people are using route fully. When truck route started effort was made to get Farm Bureau to take matter up and bring benefits to attention of farmers. Bureau liberal in promises, but not in action.

Columbus, Ohio.—No new business apparent. Does not believe route fully utilized.

Brownsville, Ohio.—A small increase in parcel post. Does not believe route fully utilized. Schedule has been irregular.

Habron, Ohio.—No new business apparent. Does not believe route fully utilized. Cheaper to ship by freight. The main thing is service, which is bad, but will say that the service the last week was the worst it has been since truck started. It is on account of motor truck. I don't think it is any good. I feel very much interested and tried to make this route a success as far as my office can, and I think if we could have good service the people would depend on it more and business would soon pick up.

Gratiot, Ohio.—No new business. Route not well patronized. Schedule not maintained, making service unreliable.

Etna, Ohio.—No new business. People complain greatly about the inferior service we now have because of the motor-truck service as compared to the service formerly had by Ohio Electric Railway. The truck idea appears good, and if the motor could be made to run right so the truck could make the trip regularly and on schedule time it would be fine; but with the mail held up for hours, and sometimes a full day, and the older citizens, who take delight in reading the morning papers, standing around grumbling about the old truck and waiting sometimes two hours, sometimes four hours, and two days last week having to wait 24 hours, it can not be called a satisfactory service.

Reynoldsburg, Ohio.—Probably 30 per cent of present mail was sent by express. Does not think route fully utilized, and that it is not a practical proposition on account of irregularity of schedule.

Zanesville, Ohio.—No new business and route not patronized fully.

Kirkville, Ohio.—Some new business as parcel post. Route not well patronized.

Jacksontown, Ohio.—Some new business Route not patronized; very undependable.

EXHIBIT No. 50.

MOTOR-TRUCK MAIL ROUTE, ZANESVILLE, OHIO, TO WHEELING, W. VA., 80.9 MILES.

Route established December 16, 1918.

Section of group route Pittsburgh, Pa., to Zanesville, Ohio, 150.8 miles:

Leave 6 a. m.	Pittsburgh	Arrive 6.30 p. m.
Arrive 12 noon	Wheeling	Leave 12.30 p. m.
Leave 12.30 p. m.	Wheeling	Arrive 12 noon
Arrive 6 p. m.	Zanesville	Leave 6 p. m.

Topography somewhat hilly, weather and road conditions suitable for year-round operation and maintenance of schedule.

Diversified farming followed. There is some excess of milk, cream, butter, eggs, poultry, and vegetables in season. In vicinity of Wheeling truck gardening is followed, but products from this point are transported to markets by producers. Surplusages at other points are assembled by country merchants and hucksters and by these parties shipped or hauled in bulk to consuming centers. Route but recently established and up to this time very little food products have been disposed of by mail.

As route has not been in operation long, its popularity can not be definitely commented on, but it touches four inland post offices and the additional supply and dispatch will no doubt meet with approval. The only mail given to route at termini is that which can be advanced over other dispatches.

The flow of mail at present appears to be light in each direction. But little is received at either Zanesville or Wheeling, and amount at intermediate offices is light. On westbound trip railway connection is had at Cambridge and transit

matter is dispatched at this point. Cambridge is 24.6 miles east from Zanesville; 51.2 miles west from Wheeling.

Probably 30 per cent of mail received en route is for local destination, including termini.

From Zanesville to Cambridge (24.6 miles) railroad service with two R. P. O.'s paralleled. Cambridge to Blaine, Ohio, 45 miles, route traverses road located about 6 miles from R. P. O.'s mentioned, touching Old Washington, Fairview, Hendrysburg, and Morristown, supplied by rural and star routes from railroad points. Terminal to terminal substantially parallel to R. P. O., and no through mail carried. Blaine to Wheeling route is parallel to R. P. O. and closed-pouch service. Rural and star routes supply box delivery to all patrons.

No service has been superseded as a result of establishment of motor-truck service. Former service, which is still in effect, ample to meet reasonable service needs. No material advantage given by truck at R. P. O. points; limited advantage through offering better facilities for receipt and dispatch at four inland offices, fourth-class.

This route evidently laid out for connection with recently established route (Pittsburgh to Wheeling), but mail received on Zanesville-Wheeling route destined for Pittsburgh or beyond has better and more expeditious dispatch to Pittsburgh by rail. Mail for intermediate offices Pittsburgh-Wheeling route could probably be advanced in some instances.

EXHIBIT NO. 50-B.

MOTOR TRUCK MAIL ROUTE, PITTSBURGH, PA., TO WHEELING, W. VA., 69.9 MILES.

Established December 6, 1918.

Section of group route, Pittsburgh, Pa., to Zanesville, Ohio, 145.7 miles.

Leave 6 a. m.	Pittsburgh	Arrive 6.30 p. m.
Arrive 12 noon	Wheeling	Leave 12.30 p. m.
Leave 12.30 p. m.	Wheeling	Arrive 12 noon.
Arrive 6 p. m.	Zanesville	Leave 6 a. m.

General topography hilly. Roads hard surfaced and suitable for motor traffic entire year. Many hills encountered, which impede fast travel. During severe winter weather suspension of service and late arrivals will result. Often carrier returns from one to two hours late.

General diversified farming followed, and should be surplus of general farm products that could be shipped by mail. With proper inducement production should increase. Trucking and gardening followed to some extent in vicinity of Pittsburgh and Wheeling, but these products are hauled direct to market or sold to hucksters. Little probability of development of mail-order business. In remote territory shipments made by express and freight.

Postmasters and patrons not enthusiastic over establishment of route, principally from fact that it is regarded as little use to the service. Only a slight patronage so far.

Traffic evenly distributed in each direction. No material amount of mail received at any point. Pittsburgh mail given truck on inward trip has advanced 30 minutes over R. P. O. No material advantage gained on account of time of arrival. Greater portion of mail carried represented by regular mail dispatched from small offices visited en route, except that Wheeling dispatches considerable amount somewhat advanced, truck running ahead of train schedule. No principal points of transfer except at terminals—this usually of local origin, except from Wheeling, as above stated. No evidence of any mail held back for truck.

Route substantially parallels Pittsburgh and Kenova R. P. O. entire distance. This is literally true as related to through traffic. Route diverges from line at some points, touching inland office at Liberty only, which is also served by star route. Other offices directly on line. Territory substantially covered by rural service.

Former service adequate to meet all needs and this service can be of little use. Route would have to find justification in development of new business, which has not been obtained to date, although recently established.

EXHIBIT No. 51.

MOTOR TRUCK MAIL ROUTE, CINCINNATI, OHIO, TO VERSAILLES, IND., 55.4 MILES; CHANGED OCTOBER 7, 1918, TO OPERATE BETWEEN CINCINNATI, OHIO, AND GREENSBURG, IND., 77.7 MILES.

Business, August, September, 1918.

Round trips	43
Postage on mail carried, by class:	
First	\$774
Second and third	11
Fourth	151
Total	936
Approximate expense	785
War tax on first class, deducted, leaves	678

Section of group route, Cincinnati, Ohio, to Indianapolis, Ind., 156.1 miles.

Leave 5 a. m.	Cincinnati	Arrive 6.58 p. m.
Arrive 11.28 a. m.	Greensburg	Leave 12.30 p. m.
Leave 12.30 p. m.	Greensburg	Arrive 11.32 a. m.
Arrive 7.02 p. m.	Indianapolis	Leave 5 a. m.

Surface of land rolling. Roads in good condition except in vicinity of Napoleon, where soft in rainy weather. Barring accidents and unusual conditions route can be operated entire year. Thus far schedules more or less irregular due to car trouble.

Diversified farming followed. Small surplus of eggs and poultry varying with seasons. No increase in production reported. Dairying extensively followed in some sections. Cream sold to creamery agents and hucksters buy most of the surplus produce. Heavy shipments by freight and express. Very little produce sent by mail so far. Proper publicity given motor service. Service appreciated at Versailles and Dillsboro but not considered public necessity as train service is frequent and dependable.

On out-bound trip 80 per cent of mail is from Cincinnati, of which 30 per cent is mailed there. Little local mail between way offices. Small amount of through mail received at Greensburg from Indianapolis, mostly for Versailles and Osgood. Inward-bound mail not heavy and in most cases could be as expeditiously handled by train service. Motor service only superior at Napoleon, Versailles and Dillsboro, and only small proportion of mail advanced there. Local mail not heavy and fairly well distributed over route. Mail diverted when immaterial expedition involved, by direction of representative of department. In some instances delay results from diversion. No car space saved by diversion.

Motor route parallels two railroads to Elizabethtown, 18 miles, and another from Elizabethtown, 7 miles. Prior service reasonably adequate. Additional service could improve receipt of mails and same could be made at low cost if necessary.

BRIEFS OF REPORTS OF POSTMASTERS.

Cincinnati, Ohio.—Patrons taking more interest in this route than in any other route from Cincinnati. It is evident that greater part of mail sent to truck has been diverted by it according to instructions of departmental agents. Route shows up fairly well as regards parcels picked up from way offices.

Versailles, Ind.—Parcel-post mail for week amounted in postage to \$2.40, of which 33½ per cent is considered new business. Everyone pleased with route, but driver arrives too early to get mail picked up by rural carriers and from star carriers to Benham and Cross Plains, Ind.

Greensburg, Ind.—Patrons using service only to limited extent and no great interest is manifested. Stamps on parcels carried by truck for week amounted to 43 cents.

Dillsboro, Ind.—New business estimated to amount to 7 per cent in parcels, but patrons not using service to extent possible. Diversion directed by departmental agent.

Addyston, Ohio.—No business with motor truck.

Cleves, Ohio.—As this office has six mails daily, the patrons are not inclined to depend upon the motor truck, but as the truck on its return trip reaches here two hours after last train dispatch, the patrons are commencing to take advantage of this supplemental dispatch. As a rule the patrons do not think the truck can run regularly in winter weather.

Aurora, Ind.—No new business. Patrons apparently not interested to any extent. Truck schedules rather irregular.

Sekitan, Ohio.—Patrons using truck service some. No new business. Postage on parcel-post matter sent to truck for week, 50 cents.

Napoleon, Ind.—New business estimated at 10 per cent. Patrons not using truck as they might. Service appreciated, as it constitutes improvement.

Osgood, Ind.—Patrons using truck service when possible, as it is considered very convenient to Indianapolis and Cincinnati. Postage on parcel-post matter sent to truck for week, \$1.03.

EXHIBIT NO. 52.

MOTOR-TRUCK MAIL ROUTE, INDIANAPOLIS TO VERSAILLES, IND., 95.3 MILES; CHANGED OCTOBER 7, 1918, TO OPERATE BETWEEN INDIANAPOLIS AND GREENSBURG, IND., 78.4 MILES.

Business, August, September, 1918.

Round trips	52
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Postage on mail carried, by classes:

First	\$4,373
Second and third	151
Fourth	444
Total	4,968
Approximate expense	1,610
War tax on first class deducted leaves	3,510

Section of group route, Cincinnati, Ohio, to Indianapolis, Ind., 156.1 miles.

Leave 5 a. m.	Cincinnati	Arrive 6.58 p. m.
Arrive 11.28 a. m.	Greensburg	Leave 12.30 p. m.
Leave 12.30 p. m.	Greensburg	Arrive 11.32 a. m.
Arrive 7.02 p. m.	Indianapolis	Leave 5 a. m.

Country generally level. Roads good, except for occasional rough and rutted places. Service can be maintained throughout entire year, barring occasional snow blockades of short duration. Schedule now being well maintained.

Diversified farming followed and only small quantities of eggs and poultry for export. Very little green produce for sale, except in vicinity of Indianapolis, where farmers either sell same to hucksters or convey it personally to market. Little butter sold, cream being disposed of instead to creamery agents, who traverse entire country served by route. Eggs shipped in carload lots by freight from Shelbyville and Greensburg, such being first gathered from merchants and hucksters, the latter operating from principal towns reached. No appreciable increase in production yet. The route is accepted as an additional transportation facility, but little patronage has been extended to it by farmers. Route popular at Letts because it advances mail; quantity of mail advanced small. Postmaster at Indianapolis is enthusiastically in favor of motor-truck service. Other postmasters noncommittal. Little interest manifested in route by farmers as a whole.

Local mail is advanced between the offices on route, but all important connections now made by truck could be made at Indianapolis by train. Fragile and bulky parcels are advanced by route and with possibly fewer handlings. Mail dispatched to rail connections at terminals only. Ninety-three per cent of all first-class mail and bulk of all other classes carried from Indianapolis to Fountain Square station, 1.7 miles, saving probably \$1 a day over former cost of service. Facilities other than truck are just as expeditious for the handling of mail to and from all points except Horace and Letts.

Parcel-post mail is held at Indianapolis for truck for Shelbyville, ostensibly to diminish handlings. This causes delay of 90 minutes in delivery. Mail of same character also held there addressed to Hope and Hartsville. Probably for same reasons. This causes delay of 30 minutes. Diversion not by direct order, but thought to be in line with general instructions given by department.

The truck route parallels the Chicago and Cincinnati R. P. O., and also an electric line from Indianapolis to Acton, 9 miles; it also duplicates double-daily star route, Rugby to Hartsville, 3 miles. Probable saving of \$1 per day by use of truck in carrying mail from Indianapolis to Fountain Square station, and an annual saving of \$369.30 by discontinuance of electric-car service, Indianapolis to Wanamaker. All offices gave good rail facilities except Horace and Letts. If electric service was restored, mail from Indianapolis to Fountain Square Station were given to screen-wagon and closed-pouch service installed at small cost between Hope and Columbus, there would be little need for the continuance of the truck for mail facilities. Schedule of route should be reversed to encourage farm-produce shipments, but reversal would diminish value of route for transportation of mail. Route not justified in view of ability to substitute other and cheaper facilities.

BRIEFS OF POSTMASTERS' REPORTS.

Indianapolis, Ind.—Of \$71.90 postage on parcel-post mail carried for week ending December 14, 33½ per cent is considered new business. Nothing but favorable comment heard from patrons, and business of route evidently increasing. Some doubt expressed by patrons as to ability to maintain schedules throughout winter.

Greensburg, Ind.—Patrons using route to limited extent. No great interest.

Wanamaker, Ind.—No particular interest. Some mail sent by patrons to truck.

Hope, Ind.—Truck service used to some extent. It is regarded favorably.

Hartsville, Ind.—No visible increase of business. Opinion as to its utility divided. Train service considered more reliable.

Horace, Ind.—For period of six days parcel postage amounted to 14 cents.

Acton, Ind.—Patrons not patronizing truck as fully as they might, and opinion is divided as to its utility.

Shelbyville, Ind.—Postage on parcel-post matter for six days, \$4.20. Route considered good for community.

Rugby, Ind.—No comment on service, only that it would tend to ruin roads. No business has resulted from its establishment.

Letts, Ind.—Little said about motor service. Many suggest it be discontinued and former train service be reestablished.

EXHIBIT No. 53.

MOTOR TRUCK MAIL ROUTE, INDIANAPOLIS TO BEDFORD, IND., 78.8 MILES.

Business, August, September, 1918.

Round trips	52
Postage on mail carried, by classes:	
First	\$4,349
Second and third	207
Fourth	841
Total	5,397
Approximate expense	1,414
War tax on first class, deducted, leaves	3,947

Section of group route, Louisville, Ky., to Indianapolis, Ind., 150 miles.

Leave 5 a. m.	Louisville	Arrive 7.30 p. m.
Arrive 11.30 a. m.	Bedford	Leave 1 p. m.
Leave 1 p. m.	Bedford	Arrive 12 noon.
Arrive 8 p. m.	Indianapolis	Leave 5 a. m.

Topography rolling to hilly. Roads fair to good, though rough and hilly in places. Should be possible to operate route for entire year. Schedule has been maintained with fair degree of regularity.

Diversified farming followed with variable surplus quantities of eggs, butter, and poultry as coming within the farm-to-table theory. More rabbits have been killed, and in a number of instances have been forwarded by truck when in an offensive condition and without regard to packing regulations. Establishment of route has stimulated mail shipments to some extent, mainly to employees of the Indianapolis post office and their friends. The greater part of the ship-

ments by mail have consisted of live poultry. In view of the fact that shipments of live poultry and dead rabbits, insufficiently packed, and that money has been saved in some instances by consumers, the route is more or less popular with farmers and very popular with Indianapolis post-office employees.

Produce shipped, largely live poultry and dead rabbits, from vicinity of Harrodsburg to Indianapolis, comprises large volume of traffic. Mail from Indianapolis is comprised of all classes, fourth-class matter being ordinary merchandise shipments, and the bulk is discharged within 30 miles. No dispatches are made to railroads by truck except at terminals. Mails are received from railroad offices at Indianapolis, Bloomington, and Martinsville, and 75 per cent of such mail is for further transportation by railroad. Mail received at Bedford is for local offices. Postmaster at Indianapolis has instructed truck drivers to carry live poultry, taking the position that postal regulations did not apply because the motor-truck route system is experimental. Mails are diverted at Indianapolis, Bloomington, and Martinsville by departmental instructions.

The truck route parallels the Chicago, Indianapolis & Louisville Railway from Bloomington to Bedford, Ind., 25 miles; also duplicates double daily star route service from Bedford to Oolitic, 3 miles. It also indirectly parallels the Pennsylvania Railway and the T. H. I. & E. Electric Railway from Indianapolis to Martinsville, 25 miles. Every office except two on the route is on a railroad. Electric service from Indianapolis to Martinsville superseded, at an annual saving of \$134.37. No other economies can be made. Service on motor-truck line superfluous for transportation of mail. Schedules should be reversed if experiment is continued for encouragement to shipments of produce, but it is very doubtful if produce alone will ever justify continuance of motor-truck service.

COMMENTS OF POSTMASTERS.

Indianapolis, Ind.—New business estimated to be 33½ per cent of parcel-post mail carried on route. Nothing but favorable comment is heard, although some doubt is expressed as to maintaining schedules throughout the winter, but the service is being utilized more every day.

Bedford, Ind.—Parcel post handled during the week ended December 14 amounted to \$4.33. No new business is represented, but patrons seem pleased with the service.

Harrodsburg, Ind.—Truck has done good business, and farmers are delighted with the service, having shipped a great deal of produce formerly sent in some other way.

Oolitic, Ind.—New business estimated at 7 per cent, and quite an amount of parcel-post mail arrives on truck formerly transported by express. For week ended December 14 postage on parcel-post mail dispatched by truck amounted to 38 cents.

Clear Creek, Ind.—Patrons possibly could utilize the truck service more, but we have four mails in and out daily.

Bloomington, Ind.—Seventy-five per cent of truck business formerly sent by express, and since established used extensively in the shipment of produce. Patrons using the service more each day and are well pleased with same. Especially advantageous in the shipment of fragile and perishable parcels. Suggest a route from Nashville via Bloomington to Terre Haute.

Martinsville, Ind.—Very few comments on the truck service, and route is not being utilized to any extent in the shipment of produce.

EXHIBIT No. 54.

MOTOR-TRUCK MAIL ROUTE, LOUISVILLE, KY., TO BEDFORD, IND., 71.2 MILES.

Business August and September, 1918.

Round trips	43
Postage on mail carried, by classes:	
First	\$3, 567
Second and third	145
Fourth	629
Total	4, 341
Approximate expense	1, 041
War tax on first class, deducted, leaves	3,152

Section of group route, Louisville, Ky., to Indianapolis, Ind., 150 miles.

Leave 5 a. m.	Louisville	Arrive 7.30 p. m.
Arrive 11.30 a. m.	Bedford	Leave 1 p. m.
Leave 1 p. m.	Bedford	Arrive 12 noon.
Arrive 8 p. m.	Indianapolis	Leave 5 a. m.

Topography hilly. Climate suitable for year-round service. Road conditions fair. Some sections good; others worn, rutted, and soft after rains. Service will be interrupted in the early spring, but probably not for long. Route too long for effective service, considering hills (142 miles).

Products are butter, eggs, poultry, and fruit. Excess for export not large and now sold to hucksters operating through country and to country merchants, the latter shipping by express or private truck. No appreciable increase in production as yet. Farmers paying little attention to truck service. Produce now sent by mail, which is small in quantity, mainly from friends to friends and relatives to relatives.

A large part of all mail from Louisville is discharged at New Albany, 6.2 miles. Small quantity of mail advanced. Mails dispatched from truck to railroads at terminals and at Mitchell. Seventy-five per cent of mail received and dispatched at Louisville is transit mail. Ninety per cent of matter dispatched at Mitchell and 60 per cent at Bedford is for transit points. Little through mail to Indianapolis. Considerable matter received by truck from Indianapolis at Bedford which could have been sent as well by train to Bedford for connection.

Postmaster at Bedford instructed to accept live poultry and articles of any size by departmental representatives and to divert to truck any mail that could be advanced for delivery or dispatch. Other postmasters similarly instructed. Motor route parallels railroad from Paoli to Bedford, 22 miles. Duplicates rural routes nearly entire length. Star route from New Albany to Paoli superseded by truck service; saving per annum, \$1,791.18. Discontinuance of star service caused extension of rural route over portion of motor route to supply box patrons at cost of \$72 per annum. Former facilities reasonably adequate, and with restoration of star service from New Albany to Paoli and additional closed pouches by railroad at low cost motor service would be superfluous for mail. Schedule should be reversed to encourage farm-produce shipments. This would make motor route almost useless for mail facilities.

BRIEFS OF REPORTS FROM POSTMASTERS.

Louisville, Ky.—No mail diverted to truck unless it is advanced. Estimated new business, 2 per cent. Patrons using motor-truck service as fully as possible.

New Albany, Ind.—Patrons not using this route as fully as possible and little attention is paid to it. No new business apparent.

Greenville, Ind.—Patrons not using route to any great extent. Opinion divided as to utility of service.

Mitchell, Ind.—Route is used when most convenient, but as it parallels the railroad to Bedford it does not get very much mail.

Palmyra, Ind.—For week ended December 14 postage on parcels dispatched to truck aggregates \$2.24, of which major portion was formerly sent by express or freight. Patrons well pleased with service, and it is remarked generally that it renders best service community ever had.

Galena, Ind.—No interest to speak of, for the reason that office is near city and those using mail only small parcels, milk and cream being shipped by privately owned truck route.

Floyds Knobs, Ind.—While patrons appear to appreciate route, there has been no increase in mail, because office is near city and patrons go there.

Bedford, Ind.—Patrons seem well pleased, as they receive an additional dispatch for mail and produce. For week, parcel postage, \$5.46.

Paoli, Ind.—No new business. Merchants furnish ready market for produce.

Fredericksburg, Ind.—Truck route advances daily papers. Farmers should use service when acquainted with its advantages.

Rego, Ind.—No new business, and while the route seems to suit pretty well it does not run on schedule time as closely as it should or as closely as the former star route did.

EXHIBIT No. 55.

MOTOR TRUCK MAIL ROUTE, INDIANAPOLIS TO KOKOMO, IND., 81.4 MILES.

Route established December 2, 1918.

Not included in group route.

Leave 5 a. m.	Indianapolis	Arrive 8 p. m.
Arrive 12 noon	Kokomo	Leave 1 p. m.

Topography level; roads of macadam construction but fair only; route should be operated the entire year, but some difficulty expected while roads are thawing or blocked with snow.

Farms along this route are large and are devoted to the raising of corn, wheat, and live stock; very little produce carried by truck; canning companies absorb the produce. Farmers are prosperous and have their own trucks, marketing own produce. Mail rates are believed to be too high by the producers. There has been no increase in production as yet. Producers pay little attention to motor-truck route and postmasters are noncommittal; however, the postmaster at Indianapolis is favorable to this class of service.

The traffic is mostly from Indianapolis to Broad Ripple Branch, distance $6\frac{1}{2}$ miles, outward bound, and consists of all classes of mail, saving \$1 a day over former screen-wagon service. Mail carried from Kokomo to Indianapolis can as well go by train. Mail outward from Indianapolis originates at Indianapolis and mainly goes to Broad Ripple Branch; mail inward bound is more evenly distributed, but amounts to little. Were the route reversed so farm produce could reach Indianapolis in the morning, the route might have value.

The postmaster at Indianapolis was instructed by representatives of the department to hold parcels for all offices served by truck except Kokomo, and to send all mail by truck where any time could be made.

Offices on route generally served by R. P. O. railroad service is paralleled one-third of the distance. Other places are reached by electric lines, star and rural routes. Rural service is convenient to all farmers along the line. Screen-wagon service from Indianapolis to Broad Ripple Branch has been superseded.

Present mail facilities, other than motor truck, are adequate, and electric roads can be cheaply utilized if necessary. Superseded screen-wagon service, Indianapolis to Broad Ripple Branch, could be restored or mail carried on Union Traction car. Continuance of the route is not justified.

EXHIBIT No. 56.

MOTOR TRUCK MAIL ROUTE, INDIANAPOLIS TO MARION, IND., 82.3 MILES.

Route established December 2, 1918.

Not included in group route.

Leave 5 a. m.	Indianapolis	Arrive 8 p. m.
Arrive 12 noon	Marion	Leave 1 p. m.

Country rolling near Indianapolis, level elsewhere. roads are hard surfaced. During the winter there is considerable snow, route is passable the entire year, unless snowdrifts interfere for a day at a time.

There are some small truck farms between Indianapolis and Lawrence, little elsewhere. Corn, wheat, and live stock are the principal products. There is a surplus production of butter fats and eggs. This is either sold to hucksters, who thread the territory, or is conveyed to market by the farmer himself in his own conveyance. Considerable matter is sold to local consumers.

Little attention is paid to this route by the patrons and postmasters are noncommittal, except the postmaster at Indianapolis, who is enthusiastically in favor of motor-truck service.

Largest part of the mail is from Indianapolis to stations of that post office, which are less than 3 miles from the main office. Aside from this the traffic is fairly evenly divided inward and outward bound. The truck beats trains service to Lapel on outgoing trip and gets mail from some points to National Military Home on incoming trip earlier than train, about one hour in each instance. Bulky and fragile matter to and from Indianapolis expedited to some extent, otherwise mail sent out by truck is delayed.

The truck driver makes local exchange of mail with all offices en route, but does not dispatch through matter except at termini. Mail is not put off at any point by R. M. S. for motor truck. Mail is held at Indianapolis for Elwood, Jonesboro, Marion, and other points and sent by truck, though it arrives later than if sent by train. On return trip mail from other offices, except National Military Home, for Indianapolis, except bulky and fragile parcel post, is delayed when sent by truck, yet it is so sent postmasters state by order of a representative of the department.

The route parallels the Cleveland and St. Louis R. P. O. from Indianapolis to Pendleton, 29.6 miles; also the Union Traction Co. (electric). A railroad is crossed at Lapel and another at Radley. From Jonesboro to Marion, 6.5 miles, two railroads and electric line are paralleled. One trip of screen-wagon service from main office, Indianapolis, to Brightwood in the forenoon and one in the afternoon has been discontinued by the use of this truck. If this was re-stored, service would be ample without truck.

Eighty-one per cent of first-class mail, 60 per cent of second and third, and 9 per cent of fourth class is discharged within 2.1 miles of the main office at Indianapolis on the outgoing trip. Live fowls are carried on incoming trip. In order to haul farm produce route should be reversed, it would then be useless for hauling first, second, and third class matter.

EXHIBIT No. 57.

MOTOR TRUCK MAIL ROUTE, INDIANAPOLIS, IND., TO LAFAYETTE, IND., 83 MILES.

Route established November 11, 1918.

Section of group route, Indianapolis, Ind., to Chicago, Ill., 225 miles.

Leave 5 a. m.	Indianapolis	Arrive 8 p. m.
Arrive 12 noon	Lafayette	Leave 1 p. m.
Leave 1 p. m.	Lafayette	Arrive 12 noon
Arrive 6 p. m.	Demotte	Leave 6.30 a. m.
Leave 6.30 p. m.	Demotte	Arrive 6.10 a. m.
Arrive 11.50 p. m.	Chicago	Leave 1 a. m.

Country rolling to level. Roads are of gravel construction, but badly worn in places. Motor service can be operated the entire year, except when roads are blocked by snow for not longer than a day at a time.

Diversified farming followed. In the vicinity of Indianapolis garden truck is grown in considerable quantities, likewise variable quantities of eggs, butter, and poultry, in excess of local consumption. Farmers either carry their excess to market or sell to hucksters, who travel the country regularly. A large majority of the farmers own their own automobiles and use them in marketing produce; they are prosperous and are averse to taking the trouble to prepare products for shipment by mail when it is so easy to sell for cash to hucksters. The truck route is not regarded favorably by people along the line, because they do not care to go to the trouble of packing the produce and sell it to invisible customers; they also believe that postal rates are too high, and that the schedule is not good for prompt delivery of articles exported.

Of the mail carried out of Indianapolis, approximately 90 per cent is for delivery at offices within 25 miles, of which a considerable quantity is for Station A, a distance of 2.9 miles. There is no advantage in dispatch of mail by truck from Indianapolis to Lafayette, or vice versa. A little bulky and fragile parcel-post matter from and to New Augusta, Zionsville, and Whitestown is expedited. There is also a very slight advance in dispatch from Sedalia to Indianapolis, the quantity of mail involved making the advantage worthy of slight consideration. Seventy per cent of the mail hauled to Indianapolis is for delivery there, the rest being for further transportation. Twenty per cent of first class, 75 per cent of second, and 25 per cent of fourth class mail out of Indianapolis originates there.

By direction of agents of the Fourth Assistant's office all parcel-post mail for all offices, except for Lafayette, is dispatched from Indianapolis by truck, ostensibly to save handling. Some of this is delayed.

The route parallels the Chicago and Cincinnati R. P. O., and the T. H. I. & E. Electric Railway from Indianapolis to Whitestown (one-third of entire length of the truck route); touches railroads at Rosston, Kirklin, Boyleston, Michigantown, and Rossville. No service of any kind has been or can be discontinued,

except that one trip of the screen-wagon service at Indianapolis to Station A is superseded at a saving of not more than \$1 a day. Every office on the truck route is on the railroad.

If closed-pouch service were installed on T. H. I. & E. Electric Railway from Indianapolis to New Augusta, Zionsville, and Whitestown and return, mail service would be entirely adequate without the motor-truck route and the expense less. The route should be reversed to further the "farm to table" movement. If reversed, it loses its value for mail of first, second, and third class matter.

The continuance of the route for produce shipments does not appear to be justified.

SECTION ROUTE, INDIANAPOLIS TO LAFAYETTE, IND.—STATEMENT OF POSTMASTERS.

Indianapolis, Ind.—About 5 per cent increase in parcel-post business (total postage on such mail in one week, \$19.33). Route recently established; all comments favorable.

Zionsville, Ind.—Can't see any new business.

New Augusta, Ind.—No new business. Route recently established; not patronized as yet.

Michigantown, Ind.—No new business. Route not fully utilized. Difference of opinion as to its merit.

Boyleston, Ind.—No new business. Route not used much.

Kirklin, Ind.—No new business. Believes business will grow.

Rossville, Ind.—A little new business. Route not well patronized as yet.

Whitestown, Ind.—No new business. Route patronized to full extent.

Lafayette, Ind.—No new business. I believe the business will increase as patrons realize the advantages and at a different season of the year.

EXHIBIT NO. 58.

MOTOR TRUCK MAIL ROUTE, DEMOTTE, IND., TO LAFAYETTE, IND., 67.4 MILES.

Route established November 11, 1918.

Section of group route Indianapolis, Ind., to Chicago, Ill., 225 miles.

Leave 5 a. m.	Indianapolis	Arrive 8 p. m.
Arrive 12 noon	Lafayette	Leave 1 p. m.
Leave 1 p. m.	Lafayette	Arrive 12 noon.
Arrive 6 p. m.	Demotte	Leave 6.30 a. m.
Leave 6.30 p. m.	Demotte	Arrive 6.10 a. m.
Arrive 11.50 p. m.	Chicago	Leave 1 a. m.

Topography of country level. Roads good except in the vicinity of Virgie, where sand is encountered. Winters are long and cold, with occasional heavy snows, which might block roads for a day or two, barring which the route should be passable at all times.

Little garden truck is grown, principal crops being corn, wheat, and live stock. A small excess of eggs and poultry, which is usually sold to merchants or hucksters. Very little sent by mail. Cream sold to creamery agents, who drive regular routes. Hardly any butter exported. Little produce can be obtained, because farmers prefer to operate on a large scale, using improved machinery, and because labor, necessary to gardening, is scarce.

Route not popular with farmers, who pay little attention to it. Postmasters noncommittal. Expedition of mail at Remington and Wolcott is appreciated. Ninety-five per cent of all mail carried from Lafayette is delivered in first 40 miles. Little mail carried, bulk between Rensselaer, Wolcott, and Remington. Little through mail carried, and route not needed to further through transportation from Indianapolis to Chicago. No mail dispatched to railroads except at terminals. Amount dispatched small. Departmental instructions directed diversion of mail to truck route where advance was made in receipt or dispatch, and to divert all parcel-post mail to truck. Some of the latter is thus delayed. Very little diverted mail because very little mail is sent.

Railroads paralleled from Lafayette to Montmorenci, 9 miles, and from Wolcott to Remington, 9 miles; also double daily star route duplicated from Collegeville to Rensselaer, 1 mile. Every office save one is one railroad. The system of

transporting mails in effect prior to establishment of truck route is reasonably ample, and truck is not needed as an adjunct to transportation facilities. No service has been nor can be superseded. It is not believed that the continuance of the truck route is merited for transportation of farm produce, as there is no evidence that the production of such will ever materially increase, at least not under present conditions.

BRIEFS OF REPORTS OF POSTMASTERS.

Demotte, Ind.—No new business. Route fully utilized, but little to ship at this season.

West Lafayette Branch.—Route of no advantage. All mail sent to Lafayette.

Montmorenci, Ind.—Patrons have nothing suitable for parcel post at this time.

Remington, Ind.—No new business. Route not used as much as possible.

Rensselaer, Ind.—Route recently established. Not much patronage now.

Wolcott, Ind.—A little new business. Patronage increasing.

Collegeville, Ind.—No new business. Patrons seem to think route superfluous.

Lafayette, Ind.—No new business. Business of patrons has been solicited, and they believe route to be a good thing, but this is a poor time of year for them to use route. They will get better acquainted with it later.

EXHIBIT No. 59.

MOTOR-TRUCK MAIL ROUTE, DEMOTTE, IND., TO CHICAGO, ILL., 74.6 MILES.

Route established November 11, 1918.

Section of route, Indianapolis, Ind., to Chicago, Ill., 225 miles:

Leave 5 a. m.	Indianapolis	Arrive 8 p. m.
Arrive 12 noon	Lafayette	Leave 1 p. m.
Leave 1 p. m.	Lafayette	Arrive 12 noon.
Arrive 6 p. m.	Demotte	Leave 6.30 a. m.
Leave 6.30 p. m.	Demotte	Arrive 6.10 a. m.
Arrive 11.50 p. m.	Chicago	Leave 1 a. m.

Country level with no hills of consequence. Very cold in winter and deep snows sometimes block traffic from one to three days at a time. Truck has failed to complete trip on several occasions, but reasonably regular schedules have been maintained.

No gardening of consequence for first 40 miles out of Chicago office, this part of the route being practically within the city. For several miles farther there is small farming and gardening, but products not shipped by mail; balance of way diversified farming and dairying followed. Excess produce disposed of in bulk to hucksters. Production not increased by establishment of motor-truck route as yet. Motor-truck service appears popular, but it is not used to any extent. It is approved of as is any public enterprise, and officials hope for its success. No business worthy of note developed between producers and consumers. Traffic inbound practically all between Crown Point, Gary, Hammond, and Chicago—51.4, 40.6, and 27 miles, respectively. Daily postage on first-class matter \$15, \$19.50, and \$6.45; on second-class 20, 25, and 10 cents; and on fourth-class matter \$3.20, 20 cents, and 90 cents daily, respectively, picked up at the three offices in the order named above. From Chicago southward practically all mails is from Chicago to Hammond and Gary. Truck service of little purpose other than additional transportation facility from Crown Point, Gary, and Hammond to Chicago. This is a local transportation problem. Gary and Hammond have excellent rail facilities that could be utilized to meet exacting demands. Of the mail picked up 90 per cent is for Chicago and connections, the latter comprising 50 per cent of the mail carried in. All mail out of Chicago is for local delivery, of which only 5 per cent goes beyond Demotte. Crown Point derives limited advantage in dispatch of mail to Chicago by truck. However, train for that point leaves Crown Point at 6.46 p. m. That could be utilized, but has never been made use of. This route can have little practicable use save for carrying mail to Chicago that might be brought to Demotte by truck from Lafayette; that is, farm produce, etc. To the present time only a few ounces of letter mail and a few pounds of other classes have been so received. As an adjunct to present transportation facilities it is not needed. As a medium for stimulating business between

producer and consumer it has proven a failure. The little advantage gained through its use as an adjunct to the former transportation facilities would by no means justify expenditure necessary to its operation.

Practically all mail carried by the truck route diverted, but no evidence of delay. Service existing prior to establishment of truck route ample for needs of patrons. Were additional service necessary, trains are available.

BRIEFS OF REPORTS OF POSTMASTERS.

Chicago, Ill.—Increase in business negligible. Route utilized to very limited extent. Very little comment made by patrons of this office. Many patrons who have previously cooperated in the promotion of the direct-dealing plan have become discouraged for various reasons, chief of which being the fact that most farmers charge a greater price for their commodities than the local grocers charge for the same grade of goods at home.

Demotte, Ind.—No new business. Route fully utilized, but not much mail at present.

Merrillville, Ind.—No new business. Will probably be utilized in season.

Thayer, Ind.—No new business. Public seems to think there is not much advantage in route.

Hammond, Ind.—No new business. Route commended.

Crown Point, Ind.—New business is negligible. Supplemental service appreciated.

Gary, Ind.—No increase in business. Route not fully utilized and no comments heard from patrons.

EXHIBIT No. 60.

MOTOR-TRUCK MAIL ROUTE, SPRINGFIELD TO URBANA, Mo., 58.7 MILES.

Business, September, 1918.

Round trips	-----	24
Postage on mail carried, by classes:		
First	-----	\$495
Second and third	-----	12
Fourth	-----	78
Total	-----	585
Approximate expense	-----	494
War tax on first class deducted leaves	-----	420

Section of group route, Springfield, Mo., to Marshall, Mo., 165.1 miles:

Leave 7 a. m.	-----	Springfield	-----	Arrive 5.30 p. m.
Arrive 12 noon	-----	Urbana	-----	Leave 12.30 p. m.
Leave 12.30 p. m.	-----	Urbana	-----	Arrive 12 noon.
Arrive 5 p. m.	-----	Warsaw	-----	Leave 7.30 a. m.
Leave 12 noon	-----	Warsaw	-----	Arrive 11.30 a. m.
Arrive 6.15 p. m.	-----	Marshall	-----	Leave 6 a. m.

Country as a whole is hilly. Winters are not severe, but considerable freezing and thawing occurs, having a bad effect on roads, which in greater part are only in fair condition. During rainy season auto travel is very difficult and uncertain. Many days occur when a heavy truck can not operate. Service is frequently suspended or curtailed on account of breakdowns, and schedule is not well maintained.

Principal products are grain and live stock. Butter, eggs, and poultry are produced in excess of local consumption. Surplus produce is assembled by local merchants and later shipped by express or freight to commission merchants. Small quantities are transported by mail. Production has not increased since establishment of motor-truck service, but as it is a new enterprise and affords an outlet for produce it is popular with patrons. However, it is opposed to a considerable extent by merchants and others engaged in the transportation business.

Practically all mail on the outbound trip consists of that accumulating at Springfield in transit to three offices first reached, with small amount for

offices beyond, formerly sent via Phillipsburg for star-route connections. Mail for Buffalo diverted from star-route service and when motor route operates a gain of 30 minutes in time is made, but complaints are numerous because of late running of truck. About 80 per cent of the mail carried on this trip is transit matter, and on return trip possibly 50 per cent requires further mail transportation. Some mail has been diverted from the Phillipsburg star route by direction of department representative and some has been diverted to Springfield for dispatch by truck points beyond Red Top, subject to delay or failure of delivery with promptness.

This route does not parallel railroad or electric service, but duplicates star-route service between Urbana and Buffalo, a distance of 18.4 miles. From Red Top to Buffalo and from Stratford to Fair Grove, star-route service costing \$961.61 per annum, has been superseded.

In this particular community motor service on a revised scale, whereby schedules and service could be regularly maintained, would be useful. However, until road conditions are greatly improved, the route can not be operated with reasonable economy and neither will it prove practicable.

BRIEF OF POSTMASTERS' WRITTEN REPORTS.

Springfield, Mo.—About 25 per cent increase in parcel-post business (postage in week, \$7.34). Route not fully patronized. Privately owned trucks operate and bulk of goods is transported in this manner.

Louisburg, Mo.—Route has created some new business in the mails.

Fair Grove, Mo.—About 25 per cent increase in parcel-post business (postage in week, \$4.70). It is believed business will grow at this place, though route not fully utilized at present.

Red Top, Mo.—About 35 per cent increase in parcel-post business (postage in week, \$3.51).

Urbana, Mo.—The Springfield truck did not arrive at this office from December 12 to 14. As we have a star route that goes each day we dispatch the mail by it, as we can not depend on the truck making the trip. There has been no appreciable difference in the amount of mail at this office on account of the truck, because the people will not depend on them to send perishable mail. The roads are not sufficient for the operation of these trucks.

EXHIBIT No. 61.

MOTOR-TRUCK MAIL ROUTE, WARSAW TO URBANA, MO., 35.3 MILES.

Business, September, 1918.

Round trips-----	23
Postage on mail carried, by classes:	
First-----	\$287
Second and third-----	2
Fourth-----	131
Total-----	420
Approximate expense-----	285
War tax on first class, deducted, leaves-----	324

Section of group route, Springfield to Marshall, Mo., 165.1 miles:

Leave 7 a. m.	Springfield	Arrive 5.30 p. m.
Arrive 12 noon	Urbana	Leave 12.30 p. m.
Leave 12.30 p. m.	Urbana	Arrive 12 noon.
Arrive 5 p. m.	Warsaw	Leave 7.30 a. m.
Leave 12 noon	Warsaw	Arrive 11.30 a. m.
Arrive 6.15 p. m.	Marshall	Leave 6 a. m.

Topography hilly to mountainous. Winters not severe, but much cold weather with freezing and thawing. Roads of natural formation and unusually rough. None, practically, are artificially surfaced. By running at reduced speed, often in low gear, and with minimum of rain, freezing, and thawing, service might be operated; however, truck would deteriorate rapidly and repair bill would be enormous. Service now suspended.

Local products general. Live stock raised to considerable extent, also milk, eggs, cream, and butter. Considerable new business noticeable in mails, particularly from fourth-class offices. In one instance postmaster purchasing eggs and making shipments depending upon increased commissions on cancellations as profit. Surplus produce as a rule, however, purchased by local merchants, who take same to railroad shipping point and return with goods for store. About 10 per cent shipped by mail. Motor service is popular with fourth-class postmasters on account of cancellations accruing to their advantage. Incidental popularity with farmers. Merchants opposed to it.

On outbound trip traffic mainly from Warsaw for distribution to offices passed. Mail consists of general merchandise withheld from star routes. Diversion causing delay of 14 hours made simply because truck is available. No shipments from Urbana northward, the main outlet being toward Springfield. Most shipments from Fristoe and Cross Timbers consist of cream to St. Joseph and Kansas City, due to activity of postmasters. Star route was formerly available but not used to any great extent. Since truck service has been suspended this mail has been carried by star route. No railway connections except at Warsaw. No railway or electric service paralleled. No service has been discontinued or superseded and none should be, without box delivery were provided for patrons now served by star route which this route duplicates from Warsaw to Urbana, 22 miles.

Expense operation motor service, proportionate to revenue properly creditable to it, is too great to justify operation, and, furthermore, depreciation motor equipment due to rough-country and unimproved roads makes continuance of service impracticable, nor can it be justified under favorable conditions on the "producer-to-consumer" theory. Practically no stops are made at villages not having offices or at farm houses to pick up produce. This route serves productive territory not reached by railway and consequently has some usefulness, but it can not be successfully operated and will not prove practicable unless roads are greatly improved.

BRIEF OF POSTMASTERS' WRITTEN REPORTS.

Warsaw, Mo.—No service for several weeks. Some people think route a good thing; others, that it don't amount to much. Roads in bad shape and not suited for heavy truck. (Fristoe and Preston, Mo., report about same thing.)

Urbana, Mo.—The Warsaw truck has not made a trip for several weeks. This route will affect this office but little, as almost all of our stuff is received and dispatched the other way.

EXHIBIT No. 62.

MOTOR-TRUCK MAIL ROUTE, MARSHALL TO WARSAW, Mo., 71.1 MILES.

Business, month of September, 1918.

Round trips	26
Postage on mail carried, by classes:	
First	\$170.00
Second and third	4.00
Fourth	200.00
Total	374.00
Approximate expense	648.00
War tax on first class, deducted, leaves	317

Section of group route, Springfield to Marshall, Mo., 165.1 miles:

Leave 7 a. m.	Springfield	Arrive 5.30 p. m.
Arrive 12 noon	Urbana	Leave 12.30 p. m.
Leave 12.30 p. m.	Urbana	Arrive 12 noon.
Arrive 5 p. m.	Warsaw	Leave 7.30 a. m.
Leave 12 noon	Warsaw	Arrive 11.30 a. m.
Leave 6.15 p. m.	Marshall	Leave 6 a. m.

Territory rolling, but no bad hills. Weather cold. Snow sometimes interferes with travel but not for long at a time. About 27 miles of road piked or hard surfaced. Balance is graded but not piked and gets very muddy. Im-

practicable to run heavy trucks over it in the winter season after heavy rains. During four days in November service was only one way. On six days in that month no service was performed, due partly to bad roads and partly to car trouble. Trouble will increase until spring. Carrier rarely returns to Marshall on time.

Grains and live stock largely raised. Some matter that can be transported by mail is produced. No increase noted. Butter, eggs, and cream is produced in excess of consumption. Cream shipped to Kansas City and St. Joseph by freight and express. Most of produce is marketed locally to merchants, who haul it to town in own trucks when they go for goods for their stores. Little ever shipped by mail. Postmasters regard the route as impracticable and useless as now operated. Patrons are pleased to have it, though they have not utilized it to any great extent.

Not much difference in mail handled in each direction, except that considerable fourth-class matter is diverted to truck at Warsaw, which is for train connections at Ionia and Sedalia, about 40 miles. Would make same connection by rail. Practically the only mail advanced is that for Wannamaker (n. o.), which has rural supply and an occasional parcel between offices. That for Wannamaker (n. o.) is advanced on outward-bound trip. No matter is put off the R. M. S. at any point for transfer to this truck. Some parcel-post mail is sent from Warsaw for connection at Ionia and Sedalia, which could as well go by train. As much as 600 pounds of this matter is sometimes diverted. Aside from this improperly diverted mail, the quantity carried is extremely light. Parcel-post mail held at Warsaw and Lincoln for dispatch to truck when it could as well go by train. These postmasters state that it is being held on the instructions of the departmental representative who laid out the route. Manifestly diverted to give color to utility of the route. This motor route duplicates star route Longwood to Sedalia; parallels railroad service from Sedalia to Warsaw and duplicates rural-delivery service for a total of more than 50 miles. No service has been superseded by the establishment of this route, and it is not believed to be practicable to discontinue any on that account unless it is the star route from Longwood to Sedalia.

Present service other than motor-truck service is adequate for the needs of this territory. The route fills no service need worthy of note. A negligible amount of new business has been gained since this route was established. No business in a strictly commercial sense has been developed, that gained being the exchange of packages between friends, etc. Continued operation of route not justified on account of poor roads and small amount of new business developed.

BRIEF OF POSTMASTERS' WRITTEN REPORTS.

Marshall, Mo.—Practically all parcel-post matter is new business. I do not believe that patrons are using the route as fully as they might on account of irregularity of service. Roads bad.

Lincoln, Mo.—No new business. Not well patronized. Schedule badly arranged.

Sedalia, Mo.—No new business. Route not well patronized; rates too high; roads bad.

Longwood, Mo.—No new business. Not well patronized and little comment.

Ionia, Mo.—No new business. Route not fully utilized. Some say it won't pay, others that it is foolishness. A few cases of eggs and cream have been shipped. Roads so bad they can't always depend on truck.

EXHIBIT No. 62½.

MOTOR-TRUCK MAIL ROUTE, HANOVER TO LANCASTER, PA., 43.5 MILES.

Route established September 28, 1918. Not included in group section.

Leave 6.30 a. m.	-----	Hanover	-----	Arrive 6.30 p. m.
Arrive 9.20 a. m.	-----	Lancaster	-----	Leave 3.30 p. m.

Country somewhat hilly; roads good; climatic conditions favorable to motor-truck operation except during heavy snows in winter; there would be no reason why service could not be maintained throughout the entire year.

York and Lancaster Counties are highly productive and yield quantities of eggs for marketing; express has been used largely for transportation of excess products.

Not much interest manifested in route, which was established September 28, 1918, and discontinued December 12.

When in operation the bulk of the mail moved from Hanover to Lancaster; however, the Lancaster office dispatched considerable first-class mail by the return trip to offices located on the route.

The motor-truck route paralleled the Lancaster and Frederick R. P. O., on which there are two round trips of R. P. O. service on week days between Hanover and Lancaster, also the electric railway between Hanover and York, on which there is closed-pouch service, and the Baltimore and Highfield R. P. O., Hanover to York.

Other existing forms of service in the territory reached afford adequate mail facilities; it is understood this route was discontinued on account of lack of business. However, orders to reestablish it have been issued recently. When operated parcel-post mail in quantity was received at Hanover from the Hanover Shoe Co. for further transportation beyond Lancaster.

BRIEFS FROM POSTMASTERS' REPORTS.

Lancaster, Pa.—Patrons not using route as fully as they might. Comments favorable.

York, Pa.—Route has not developed new business. Not much interest manifested in it.

Columbia, Pa.—No new business in mails; patrons not using route much.

Mountville, Pa.—No new business and not much interest in route.

Wrightsville, Pa.—No new business and not much interest in route.

EXHIBIT No. 63.

DELAYS, SUSPENSIONS, AND POOR SERVICE TO DEPENDENT OFFICES OR CONNECTIONS.

Glasgow to Bardstown, Ky. Motor truck route No. 729005.

Trucks on this route are unable to maintain schedule time because of rough and bad roads. Frequent and expensive breakages of truck machinery have occurred because of attempts by drivers to make schedule time over the rocky roads used. For many days in November, 1918, the suspension of the route became necessary and the truck, when running, is frequently too late into Bardstown to make railroad connections for mail through that post office, causing a delay of four hours for mail and connections at Louisville and other points. The roads on this route were adversely reported upon by an agent of the department prior to the establishment of the route and the frequent interruptions to the service caused by breakdowns attributable to bad roads confirm his judgment.

DEPENDENT OFFICES.

Columbus, Ohio, to Zanesville, Ohio. Route 731001.

This route is now used to provide the morning supply of mail to Reynoldsburg, Etna, and Kirker'sville, Ohio, formerly supplied by closed-pouch service from Columbus, Ohio, via an electric railway. The motor route is also used to provide an evening dispatch from these same offices, formerly given by the same electric railway. Consequently when the truck does not operate or when it runs on a very late schedule, arriving after offices are closed, these offices are without the morning supply and evening dispatch. There has been much complaint from this source on account of the irregular maintenance of the schedule and suspension of service. Patrons complain most bitterly of the nonreceipt of morning mail when the truck does not operate. This mail is delayed until in the afternoon, when it is carried by the electric railway, missing connections with rural carriers.

Jacksontown, Ohio, receives its sole supply from the motor truck and uses it as a sole means of dispatch. When the service by this means fails it has no outlet for mail, neither can it receive any. This office had no service on either December 10 or December 11, 1918, and had no dispatch on the afternoon of December 12. Again on December 13, 1918, the service was omitted. Special-

delivery mail arriving at Columbus on the evening of December 9, 1918, for Jacksontown was not dispatched by truck until on the morning of December 12, 1918.

Brownsville, Gratiot, and Hopewell are scheduled to receive mail from the truck via Columbus and Newark. When this mail is assembled for the truck on dates when it does not operate, the mail is delayed one day. These offices have a supply by rural carrier, but this means can not be used without delaying the mail, as it can not be determined in advance as to whether or not the truck will operate. In instances of continued failures the mail is forwarded for connection by rural carriers, though delayed at least one day.

This condition appears to be a result of the fact that no provision has been made to enable postmasters to secure other means of transportation when the motor service fails, in fact they have been instructed to not do so. For this reason the service is more undependable and less satisfactory than formerly.

Springfield, Mo., to Urbana, Mo. Route 745001.

This route constitutes the sole mail supply for the post offices of Fair Grove and Redtop, Mo., formerly served by star routes, which, due to the inauguration of the motor truck service, have been discontinued. Fair Grove is a large fourth-class office and has two rural carriers, and Redtop is a medium-sized fourth-class office with one rural carrier.

When the motor route fails to operate these offices are without supply. The motor truck performed service but one way on December 17, performed no service on December 18, and service but one way, inbound, on December 19. I do not have the record of service for other periods, the above being given as found on date of inspection, December 19. There has been considerable complaint of irregularity and failure of the service.

Mail formerly reaching Buffalo, a county-seat office, via star route from Phillipsburg, destined to Buffalo, Louisburg, and Urbana, was diverted to Springfield under instructions and advice given by a departmental representative, the purpose being to dispatch it by truck to Buffalo, Louisville, and Urbana from Springfield. When the truck fails to operate, this mail is delayed one day. As soon as it is known that service by the truck will not be given, mail is sent to Bolivar for connection to Buffalo by star route, that for Louisburg and Urbana going forward by another star route the following day, though delayed as stated.

This condition appears to be due to the fact that postmasters have not been authorized to provide other means of transportation when the motor truck fails. For this reason less efficient service is given than by the star routes formerly operating.

IRREGULARITY OF SERVICE.

Worcester, Mass., to Amesbury, Mass.

On November 1, 5, and 7, 1918, truck at least four hours late; on November 14 did not return to Worcester until 12.20 a. m.; and on December 14 it was two hours late. Numerous recent failures have necessitated restoration superseded electric service between Worcester and Amesbury or from Worcester to Fitchburg.

Worcester, Mass., to Hartford, Conn.

September 4, 1918, truck was five hours late and on the 20th it was four hours late. October 5 truck did not return to Worcester until 1.10 a. m. On November 7 only part trip made, and on four days of that month it was late from three to four hours on each trip. Certain offices on line dependent on truck for morning daily papers.

Danbury, Conn., to Hartford, Conn.

October 28, 1918, truck five hours late. Considerably late on other occasions. December 11 truck did not reach Danbury until 12.20 a. m. When this truck late, route Danbury to New York City delayed corresponding length of time.

Pittsburgh, Pa., to Stoyestown, Pa.

On October 15, 1918, truck five hours late, and on the 17th five offices omitted; on the 30th it was seven hours late. Two full trips have been omitted, and on numerous occasions only part of route covered.

Culpeper, Va., to Berryville, Va.

On November 18, 1918, service curtailed and 14 offices omitted. On another occasion did not arrive at Culpeper until 1 a. m.

Cincinnati, Ohio, to Greensburg, Ind.

On October 14, 1918, service curtailed and seven offices omitted, carrier returning five hours late.

Louisville, Ky., to Bedford, Ind.

On October 4, 1918, trip curtailed and four offices omitted. Service irregular on November 19, 20, and 26. On November 30 the car overturned and injured the driver.

Richmond, Va., to Rhoodsville, Va.

September 25, 1918, trip curtailed.

Indianapolis, Ind., to Bedford, Ind.

On November 11, 1918, car broke down and carrier returned four hours late. Louisville, Ky., to Danville, Ky.

On November 4, 7, and 9, 1918, carrier very late, due to car trouble, and for the same reason trip was curtailed and only one-half distance traveled.

Nashville, Tenn., to Fayetteville, Tenn.

No service on this route from November 19 to 29 and from the 5th to 9th of November, due in the first instance to car trouble and in the latter to failure to secure services of driver, etc.

Nashville, Tenn., to Glasgow, Ky.

October 21, 1918, trip curtailed due to car stalled in mud, and on the 24th the same trouble resulted in delay to the carrier.

Richmond, Va., to Chilesburg, Va.

November 4, 1918, route not operated due to absence of carrier; on the 7th, 8th, and 9th no service due to car trouble.

Lexington, Ky., to Bardstown, Ky.

No service October 7, 23, and 29, 1918, on account of car trouble.

Dublin, Ga., to Statesboro, Ga.

No service on September 2 and 22, 1918, due to car trouble, and on the 26th service practically suspended. No service on the 28th of September. At least 15 trips omitted during October, 1918.

Dublin, Ga., to Fort Valley, Ga.

No service September 18 and 19, 1918, due to car trouble. Service curtailed on the 27th and 28th of September, omitting five and three offices, respectively.

Augusta, Ga., to Statesboro, Ga.

No service October 16 to 31, 1918.

Atlanta, Ga., to Dahlonega, Ga.

November 2 and 11, 1918, no service, due to mud; on the 5th truck did not return until 5 a. m. on the 6th; on the 19th the truck not operated and trip omitted.

Springfield, Mo., to Urbana, Mo.

September 21, 1918, truck served only three offices. On the 25th did not return until following day at 9.30 a. m.

EXHIBIT No. 64.

DISCONTINUANCE OR CURTAILMENT OF RAILROAD, ELECTRIC, AND STAR-ROUTE SERVICE, BECAUSE OF ESTABLISHMENT OF MOTOR ROUTES.

RAILROAD SERVICE.

Route No. 112503, Wilmington, Del., to Landenburg, Pa., Baltimore & Ohio R. R. Co. Service discontinued from Sept. 16, 1918. Rate per annum-----	\$624. 50
Route No. 113013, Brandywine to Mechanicsville, Md., Washington, Potomac & Chesapeake Ry. Co. Service discontinued from Mar. 9, 1918. Rate per annum-----	1, 445. 97

\$2, 070. 47

ELECTRIC SERVICE.

Route No. 301003, Wells to Ogunquit, Me. One round trip daily, except Sunday, leaving Wells 9.55 a. m., Moody 10.10 a. m., due Ogunquit 10.40 a. m.; leaving Ogunquit 4.46 p. m., Moody 4.50 p. m., arrive Wells, 5.05 p. m. Rate per annum-----	50. 00
Route No. 304011, Worcester and Mail Stations, Mass. One trip, one way, daily, except Sunday, leaving Worcester 6.15 a. m., Greendale 6.35 a. m., Sterling 7.15 a. m., Leominster 7.30 a. m., due Fitchburg 8 a. m. Rate per annum-----	222. 33

Route No. 304025, Haverhill to Cushing, Mass. One trip, one way, from Amesbury, via Merrimac, to Haverhill, 313 times a year. Rate per annum-----	\$101.50
Route No. 304075, Fitchburg (Union Depot) to Lunenburg, Mass. One round trip between termini, daily, except Sunday. Rate per annum-----	50.00
Route No. 310015, Kennett Square, Pa., and Yorklyn, Del. Entire route discontinued. Rate per annum-----	150.00
Route No. 310024, Coatesville and Kennett Square, Pa. Trips 1 and 5, between West Chester and Kennett Square, daily, except Sunday; and trips 6 and 10, daily, except Sunday and holidays, between West Chester and Kennett Square. This discontinuance of this service permitted also the discontinuance of mail messenger service:	
Rate per annum-----	694.18
Mail messenger service rate per annum-----	285.00
Route No. 313010, Baltimore and Annapolis, Md., clerk. Rate per annum-----	1,200.00
Route No. 331059, Columbus, Newark, and Granville, Ohio. This route was very much curtailed; one trip, one way, daily except Sunday, from Columbus to Newark, and from Hebron to Columbus, were among trips discontinued, in addition to this mail-messenger route No. 231164 was discontinued:	
Rate per annum-----	1,157.64
Mail-messenger service rate per annum-----	199.00
Route No. 333006, Indianapolis, Wanamaker, Ind. Discontinued. Rate per annum-----	369.30
Route No. 333015, Indianapolis to Martinsville, Ind. One trip, one way, daily except Sunday, from Mooresville to Martinsville. Rate per annum-----	134.37
Route No. 345007, Flat River and Delassus, Mo. Rate per annum-----	27.15
	\$4,640.47

STAR-ROUTE SERVICE.

Route No. 13176, Owings to Solomons, Md. Discontinued. Rate per annum-----	3,388.00
Route No. 13153, Annapolis to Shady Side, Md. Curtailment. Rate per annum-----	1,027.37
Route No. 13237, Ridge to Point Lookout, Md. Curtailment. Rate per annum-----	102.99
Route No. 13233, Ridge to Leonardtown, Md. Discontinued. Rate per annum-----	1,400.00
Route No. 13167, Gallant Green to Bryantown, Md. Discontinued. Rate per annum-----	239.00
Route No. 13286, Waldorf to Rock Point, Md. Discontinued. Rate per annum-----	2,986.00
Route No. 13288, La Plata to Indianhead, Md. Discontinued. Rate per annum-----	1,000.00
Route No. 33139, New Albany to Paoli, Ind. Discontinued. Rate per annum-----	1,791.18
Route No. 21250, Alphoreta to Atlanta, Ga. Curtailed one route trip each day. Rate per annum-----	1,159.78
Route No. 45423, Redtop to Buffalo, Mo. Discontinued. Rate per annum-----	501.61
Route No. 45434, Strafford to Fair Grove, Mo. Discontinued. Rate per annum-----	720.00
	14,315.93
Total -----	21,026.87

EXHIBIT No. 65-A.

DIVERSION OF MAIL TO MOTOR-TRUCK ROUTE.

Louisville, Ky., to Bedford, Ind. Motor-truck route No. 733002.

The bulk of all mail from Louisville, Ky., to New Albany, Ind., was formerly sent in a 3-foot space unit at the rate of 1½ cents per mile. This mail has been diverted to the motor truck. The train leaves Louisville at 3 a. m., and reaches New Albany at 3.12 a. m.; the truck leaving Louisville at 5 a. m., and reaching New Albany at 5.30 a. m. Mail for New Albany received at Louisville between 3 and 5 a. m. is the only matter advanced by the truck. Service in effect prior to the establishment of the truck route was considered satisfactory, but if necessary a later and supplemental dispatch could be arranged by the Louisville & Southern Indiana Traction Co., which would put mail into New Albany by 6.30 a. m. at a low cost. The postage on mail now carried from Louisville to New Albany by truck averages \$45 daily, which is counted as revenues of the truck line. Just as good service could be given by railroad and electric line at a very low cost, and there would be no additional cost of mail messenger service in either city.

In the evening postage on mail carried from New Albany to Louisville averages \$10 daily. Such matter is all carried by motor truck, and the revenue from same is counted to the truck. This mail could be sent without additional cost by train to Louisville, the train reaching Louisville only 25 minutes later than the truck and making all connections made by the truck. The train is usually on time; the truck is often late.

EXHIBIT No. 65-B.

DIVERSION AND DELAY.

Cincinnati, Ohio, to Cynthiana, Ky. Route 729001.

Reference to trip reports covering service on this route shows that substantially one-half of the mail carried on the inbound trip is received at Falmouth, Ky. Investigation at Cincinnati disclosed that this mail consisted of the regular accumulation at that office, and that more than 50 per cent was transit mail—that is, mail for points beyond Cincinnati. At least 50 per cent of this transit mail was being delayed, some of it as much as 12 hours, by being dispatched to the truck in preference to the R. P. O. supplying the office at Falmouth.

It was also learned that the office at Paris and the office at Cynthiana had in the beginning dispatched first-class mail to the truck, whether for Cincinnati direct or for transfer at that point for other offices beyond. From the fact that much of this transit mail was delayed, reports of such delays in the form of "checks" reached the offices named, and consequently they ceased to dispatch mail to the truck for points beyond Cincinnati; however, they continued to send Cincinnati mail by truck. By far the greater portion of the earnings of the route, as recorded, relate to postage on first-class mail. The mail carried on this route is very light, at best, but when it is remembered more than one-half of it has been diverted and less expeditiously handled than by former methods, the negligible service value of the motor truck on this route can be well understood.

Train No. 38 in the Cincinnati and Knoxville R. P. O. leaves Cynthiana at 3.46 p. m., Falmouth at 4.40 p. m., and arrives at Cincinnati at 6.30 p. m. The motor truck also arrives at the post office at Cincinnati at 6.30 p. m. Mail dispatched to the R. P. O. is distributed en route, and transit mail is dispatched to connections at the depot, whereas mail delivered at the post office must pass through the process of distribution before being so dispatched. Four train connections are made by train 38, one at Latonia and three at Cincinnati, that can not be made by this mail when dispatched to the truck at Falmouth.

EXHIBIT No. 65-C.

MOTOR VEHICLE PARCEL POST ROUTE, WASHINGTON, D. C., TO WINCHESTER, VA.

DIVERSION OF MAIL TO MOTOR ROUTE.

This motor route parallels the Washington and Bluemont R. P. O. between Washington, D. C., and Bluemont, Va., 54.3 miles.

On trips leaving Washington, the first stop of the truck is Leesburg, Va., 35.2 miles, 16.8 miles east of Bluemont. All mail except registered mail on hand in the Washington Post Office at 5.30 a. m. for offices located on the motor route is sent via the truck, diverted from the R. P. O.

Truck arrives at Leesburg, 8.30 a. m.; Purcellville, 9.35 a. m.; Bluemont, 10.10 a. m.

R. P. O. arrives at Leesburg, 9.04 a. m.; Purcellville, 9.32 a. m.; Bluemont, 9.50 a. m.

All star and rural service for offices located off the line of the R. P. O. and the truck route leave on arrival of the R. P. O. and are timed to return to connect the trip of the R. P. O. leaving Bluemont at 5 p. m., due at Washington at 7.35 p. m., on which full distribution is made by postal clerk and mail made up for connections at Washington, D. C., ready for quick dispatch.

On return trip from Winchester, truck is given parcel post mail for Washington, D. C., reaching there at 7 p. m. Connection by rail is due at Washington at 4.30 p. m. Perishable matter for other points advanced by connecting trains departing at 5 p. m. and later.

This motor truck is held at Leesburg, Va., on the trip to Washington from Winchester from 3.30 p. m. to 4.40 p. m., or as late as 5 p. m., to receive mail from rural carriers (5) due about 4.30 p. m.

All letter mail arriving by truck (at Washington) must have further distribution in the post office; that arriving by Washington and Bluemont R. P. O. is distributed by the postal clerk, ready for dispatch. Truck arrives at a time when the outgoing mail is heaviest and the distributing force of the Washington Post Office most heavily taxed. The R. P. O. arrives at the depot at 7.35 p. m. and at the post office about 8.30 p. m. Thus the apparent advantage of earlier arrival by truck is offset by the distribution performed in the R. P. O.

EXHIBIT No. 65-D.

BIRMINGHAM, ALA., DIVERSION OF MAIL.

DECEMBER 18, 1918.

The POSTMASTER.

Birmingham, Ala.

In going over the motor-truck route from Birmingham to Gadsden, Ala., on this date I find that your office is dispatching letter mail and parcel-post matter for Trussville, Springville, and Ashville, Ala., via the truck leaving Birmingham, Ala., at 6 a. m. and arriving at the offices named at 7.20 a. m., 8.25 a. m., and 10 a. m., respectively. Chatt and Meridian train 2 leaves Birmingham at 6 a. m. and arrived at Trussville at 6.30 a. m., Springville at 7 a. m., and Ashville (mail going via Whitney) at 8 a. m. In each instance the rural carriers await the arrival of the mail from train No. 2. This is a fast train and does not stop at either place mentioned, and it is not practicable to send fragile parcel-post matter at that hour. However, train No. 22, leaving Birmingham at 5.05 a. m., has a space authorization and will take matter for any office where there is an agent. There is an agent at each place mentioned. The truck usually arrives at Trussville before the departure of the rural carriers and the delay there is not so great, but at Springville and Ashville they do not wait for the truck, and any matter for the rural patrons is delayed 24 hours, and on Saturday it is delayed 48 hours.

I have not been over the one to Clanton (am going over it to-morrow), but I learn at the mailing room of your office that mail in that direction is also given to the truck leaving at 6 a. m., though Nash and Montgomery train 9 leaves Birmingham shortly after 6 a. m. and makes delivery of all stations to Montgomery, except two or three that are delivered by the Belle Ellen line. Inasmuch as the train makes about 25 miles an hour and the truck about 12 $\frac{1}{2}$, it will be seen that the train is quite a distance in advance after the first hour,

and the rural carriers undoubtedly go off before the arrival of the truck, causing a delay of mail similar to that of the offices above mentioned. Train 9 is a local train and has a 30-foot car.

Will you kindly advise me why this mail is diverted and delayed as above indicated? This data is desired in connection with a report to be made to the chief inspector relative to certain features of the motor-truck service.

This is not an order to dispatch mail in any given manner, nor to fail to dispatch it in any given manner, but is simply a request for information.

J. G. HAGY,
Post Office Inspector.

DECEMBER 19, 1918.

Mr. HAGY,
Post Office Inspector, Chattanooga, Tenn.

Replying to yours of the 18th, the reason we are dispatching mail by truck, as stated by you in your letter, is because postmasters are ordered "to dispatch by driver mail of all classes, including registered matter, that can thereby be advanced either in delivery or dispatch," and because the agent of the department who established these routes advised us to dispatch the mail in question as we have been doing.

The dispatch to trains referred to and to these trucks is made from this office at 6 o'clock, and, while there is no advance in the dispatch by truck, I have used my discretion, and, furthermore, I have carried out the direction of Mr. Strope, the agent of the Fourth Assistant, just as he directed. Furthermore, the trains have been running so irregularly that it more frequently than otherwise happens that the delivery of this mail to numerous offices is advanced by using the truck instead of retarded.

I am to-day directing that first-class mail and daily papers be given to R. M. S. and not be dispatched on trucks and am perfectly willing to dispatch everything by R. M. S. if ordered to do so.

R. B. SMYER, *Postmaster.*

EXHIBIT No. 65-E.

MOTOR-VEHICLE PARCEL POST SERVICE, WASHINGTON, D. C., TO BEL AIR, MD.

PRINCIPAL BUSINESS BETWEEN CITIES OR POST OFFICES AND STATIONS.

The truck operating between Washington, D. C., and Bel Air, Md., as a part of the motor-vehicle parcel post route operated as experimental parcel post service between Washington and Philadelphia via Bel Air, on 25 trips in the month of November, 1918, hauled from Baltimore, Md., on the trip from Bel Air to Washington, leaving Baltimore at 3 p. m., 19,388 pounds parcel post, on which the postage was reported to have been \$496.82, a daily average per trip of 776 pounds in weight and \$19.87 in postage.

This mail consists of merchandise for the route and parcel post mail for Glenburnie, branch of the Baltimore post office, Annapolis, and Washington; that carried through to Washington is by far the larger quantity (9 sacks on Dec. 9) and is for delivery locally and further transportation.

The truck leaves Glenburnie at 3.57 p. m., Annapolis at 5 p. m., Washington at 8 p. m. Ditch patches made regularly by electric car reach Glenburnie at 4.21 p. m., Annapolis at 4.50 p. m., and by train arrive Washington at 4.40, 4.50, 6, 6.30, 6.55, 7, 7.15, 7.26, and 7.30 p. m.

The bulk of this mail is carried through to Washington from Baltimore and is merchandise parcel post, some of it sacks of mail for Southern States. As a rule it averages 3 sacks for Glenburnie, 3 or 4 sacks for Annapolis, 7 to 12 sacks to Washington.

EXHIBIT No. 65-F.

CARRYING TRANSIT MAIL FROM OR TO RAILROAD CONNECTIONS.

Indianapolis to Greensburg, Ind. Motor-truck route 733001.

Fountain Square Station of the Indianapolis post office is 1.7 miles from the main post office. Prior to the establishment of the above-described motor-truck route mail was carried to this station by a truck attached to the city delivery

section of the main office at a cost of about \$1 per trip. When the motor-truck route was established mail from the first trip of the city delivery truck was diverted to the motor truck. On the morning of December 14, 1918, the motor truck on this route carried to Fountain Square Station 115 pounds of first-class matter, 390 pounds of second and third class, and 36 pounds of fourth-class mail, postage thereon approximating \$207.

In the mail so carried was approximately 25 per cent of the whole which had originated in Indianapolis; that is, had been either deposited in the main office by patrons or had been collected from stations or letter boxes in the city, taken to the post office and there handled and distributed by clerks. Seventy-five per cent of the whole was transit mail or mail that had been collected from post offices, collectors, letter carriers, railway mail clerks, and transfer clerks all over the country. All of this mail had been previously assorted and distributed after having been initially collected at the office of origin. Some of it had been transported hundreds of miles by the Railway Mail Service and all had previously enjoyed transportation of some character. Yet in the revenue sheets prepared, from which departmental computations of earnings are taken, the entire revenues of the transit matter described are claimed as revenue for the motor-truck route whose only part in the transportation of this mail was confined to hauling it 20 blocks.

EXHIBIT No. 65-G.

MOTOR-VEHICLE PARCEL-POST SERVICE—TRIPS SCHEDULED SO AS TO OBTAIN MAXIMUM REVENUE IN POSTAGE.

Schedule of the experimental parcel-post route, motor-truck service between Washington, D. C., and Winchester, Va., and trains of the Washington and Bluemont R. P. O. with which it is in competition, follows:

Motor truck.	R. P. O.	R. P. O.	Motor truck.
	tr. 1.	tr. 14.	
5.30 a. m.	7.18 a. m.	[Lv. Washington, D. C. Arr.	7.35 p. m.
8.30	9.04	Leesburg, Va.	5.52
9.35	9.32	Purcellville, Va.	5.21
10.10 a. m.	9.50 a. m.	Arr. Bluemont, Va. Lv.]	5.00 p. m.

There are three post offices between Leesburg and Purcellville and one between that office and Bluemont, at which stops are made by both truck and the R. P. O., at which schedules are maintained at the same relative differences in time as shown above.

The motor-truck route carries all classes of mail for these offices on the trip out of Washington, in competition with the R. P. O.; the same dispatch is made from Leesburg on the return trip by holding the truck for 1 hour and 10 minutes to $1\frac{1}{2}$ hours, and in both instances the full amount of postage on all matter carried is claimed as revenue for the motor-truck route, although it will not likely be claimed that operation of the truck from Washington at 5.30 a. m., or holding it $1\frac{1}{2}$ hours at Leesburg is in the interest of the farm-to-table movement of foodstuffs solely.

On route No. 714003, Culpeper to Berryville, Va., motor-truck route leaves Culpeper at 6.30 a. m., supplying six offices, some with depending star routes, arriving at Washington, Va., at 8.50 a. m., and supplying three offices en route to Front Royal, due there at 10.40 a. m. Contract (star) routes leave Culpeper at 7 a. m. for Washington, Va., and that point at 9.15 a. m., for Front Royal, due Front Royal 11.15 a. m., over the same road covered by the truck. The motor truck has taken all the mail, however, and postage on it is credited to the experimental service.

A star route leaves Washington, Va., at 7 a. m. Produce sent via it to Culpeper will be delivered to individual consumers in Washington, D. C., and Baltimore, Md., on day of departure, if perishable, which can not be accomplished by using the motor-truck route and its connection via Berryville and the return trip of the Washington-Winchester motor-truck route, due in Washington at 7 p. m.

¹ Truck lays over at Leesburg on the trip from Winchester from 3.30 p. m. to 4.40 p. m. or not later than 5 p. m. to take up mail brought in by five rural routes.

EXHIBIT No. 66.

SHORT HAULS.

Indianapolis to Greensburg, Ind. Motor-truck route No. 733001.

Mail from Indianapolis, Ind., to Fountain Square Station of the same office, 1.7 miles, was, prior to the establishment of the above-described truck route, sent by a truck attached to the city delivery section of that post office at a cost of about \$1 for the early morning trip. The 5 a. m. dispatch is now made by motor truck, mail having been diverted thereto with the inauguration of the motor-truck service. On the morning of December 14, 1918, the total weight of mail by classes carried by the motor truck out of Indianapolis was: First class, 123 pounds; second and third classes, 625 pounds; and fourth class, 1,193 pounds; total, 1,944 pounds. Of this total, 115 pounds, or 93 per cent, of the first-class mail; 390 pounds of second and third classes, or 62 per cent of such mail; and 36 pounds of fourth-class, or 3 per cent of the mail of this class, was discharged at Fountain Square Station, within 1.7 miles of the main office. The length of the route is 78.4 miles. Thus 28 per cent of weight of mail was hauled about one-fiftieth of the distance.

The total postage on all mail carried was counted as revenues of the route. The aggregate of same on this trip was approximately \$207. The postage on matter discharged at Fountain Square Station was \$177. Thus credit is claimed for 85 per cent of the whole for carrying the same one-fiftieth of the length of the route.

Route No. 709003, Philadelphia, Bridgeton, Millville.

Practically no mail is hauled on the trip outward from Philadelphia and on the inward trip to Philadelphia a large amount of parcel-post mail is taken on at Gloucester, N. J., a distance of 3.8 miles from Philadelphia.

During the month of November 39 per cent of all postage derived from parcel-post matter originated at the office of Gloucester, which has ample facilities for dispatch by rail. The amount of perishable or fragile matter handled would be negligible.

SHORT HAUL IN QUANTITY.

Cincinnati, Ohio, to Cynthiana, Ky. Route No. 729001.

Leaves Cincinnati 5.30 a. m., arrives Cynthiana 11 a. m.

Leaves Cynthiana 1 p. m., arrives Cincinnati 6.30 p. m.

The service performed by this route is confined almost wholly, as related to the outbound trip, to carrying the regular night accumulation of mail from Cincinnati to Covington and from Covington to Latonia, a station of the latter office. For the week ended December 21, 1918, the average amount of mail received by truck at each office on the route daily is shown as follows:

	First.	Second and third.	Fourth.		Postage.
			lb.	oz.	
Cincinnati.....	98 3	324 6	462	8	\$12.68
Covington.....	21 7	101 7	52	5	1.95
Latonia.....	4	0	0	0	0
Independence.....	0	0	0	0	0
Falmouth.....	0.8	0	8	2.3	
Cynthiana.....	0	0	0	0	0
Total.....	119 14.8	425 13	515	5	14.65.3

It will be noted practically no mail is received after leaving Covington, Ky. Ninety-seven per cent of the mail carried out of Cincinnati is for Covington, which is only nine-tenths of a mile distant. Ninety per cent of that dispatched out of Covington is for Latonia, a station of that office 3.4 miles distant. Ninety-four per cent of all the service performed on the outbound trip, as related to quantity of mail carried, is between Cincinnati and Latonia, but 4.3 miles distant. Mail carried on the inbound trip is negligible; however, one-half of what is carried is either delayed or not advanced in delivery. Truck

left late December 17, consequently no first-class matter dispatched to it. For this reason five days are used in reaching average above shown as to this class.

According to the method employed in recording the revenue of this route, that of allowing \$1.50 a pound for first-class matter, 1 cent a pound for second and third class and the face value of stamps affixed to fourth class, the average daily revenue for this week would be \$198.65. Of this amount \$163.37 would be represented by mail carried out of Cincinnati, 97 per cent of which was dispatched at Covington and \$35.12 would be represented by mail carried out of Covington, 90 per cent of which was dispatched at Latonia; \$198.32 of the total, \$198.65, represented mail carried out of Cincinnati and Covington and but 33 cents represented postage on mail picked up beyond these points. Based upon the fact that approximately 94 per cent of the mail dispatched to truck by Cincinnati and Covington was discharged before leaving Latonia, 4.3 miles from Cincinnati, at least \$186.42 out of the total revenue of \$198.32, derived at these two points, represented service in the first 4.3 miles of the route, by far the greater portion being between Cincinnati and Covington, nine-tenths of a mile. This service was formerly supplied by street car transportation, the cost of which, on a liberal estimate, would not have been more than \$2, as against at least \$186.42 recorded revenue.

The mail received by the truck beyond Covington represented but sixteen one-hundredths of 1 per cent of the total revenue recorded on the route for this period. The period covered represents closely the proportionate business done on this route.

The mail received at Cincinnati and the mail received at Covington, the first being mainly for Covington and the latter for Latonia, was the regular night accumulation at those points of regular mail for dispatch in the early morning. It had been assembled from all parts of the United States, in fact some of it from all parts of the world. It had received all the treatment necessary to its receipt, distribution, redistribution, and transportation, until it was finally assembled at these points tied in bundles and locked in pouches or inclosed in sacks ready for the service necessary at the office of delivery. The truck performed the necessary though negligible service, as related to the whole, of transporting it but a short distance. A claim of revenue for the truck in excess of more than a small fraction of the postage represented would be erroneous and unfair and would be calculated to mislead one not acquainted with the facts. All that could be accredited to the truck for this service would be its cost by the former means of transportation which were substantially as good. As the revenue recorded from this source represents so great a part of the whole for this period, it will be seen that much misapprehension as to the actual earning value of the route might result through an inequitable use of the figures representing the postage value on the mail carried.

PRINCIPAL BUSINESS BETWEEN CITIES AND STATIONS.

Indianapolis to Marion, Ind. Motor-truck route No. 733007.

Prior to the inauguration of motor-truck service on the above-described route, the first morning mail from the main post office at Indianapolis, Ind., to stations at East Tenth Street and Brightwood, distances 2.1 and 2.7 miles, respectively, was hauled by a truck attached to the city delivery section of the post office at an estimated cost of \$1 per day. When the motor-truck route was established, mail for dispatch to these stations on the early morning trip was diverted to the motor truck. On December 14, 1918, there was carried by the truck out of Indianapolis a total of 1,760 pounds of mail, classified as follows: First class, 136; second and third class, 1,017; fourth class, 607 pounds. Of the total, 60 pounds of first class, 315 of second and third class, and 14 pounds of fourth class was for East Tenth Street station, and 50 pounds of first class, 295 of second and third class, and 33 of fourth class was for station at Brightwood. The length of the truck route is 82.3 miles. Thus, on this trip, which is a fair sample of all mornings, it is thought, 81 per cent of all first-class, 60 per cent of second and third, and 9 per cent of all fourth-class mail was discharged within the city limits of Indianapolis within 2.7 miles of the post office, or after but one-thirtieth of the length of the route had been traveled.

The revenue from postage on all matter carried is credited to the route in the cost sheets prepared in the department. The postage on matter carried on this trip to the stations aggregated approximately \$173.

EXHIBIT No. 67 A.

UNSUITABLE ROAD CONDITIONS.

MISSOURI.

Marshall to Warsaw, route No. 745003.

Warsaw to Urbana, route No. 745002.

Springfield to Urbana, route No. 745001.

The roads traversed by these three routes, which are calculated to supply continuous service from Marshall to Springfield, Mo., a distance of 165.1 miles, are, for the most part, of ordinary dirt formation. From Marshall to Warsaw there is about 20 miles of hard-surfaced road out of a total distance of 71.1 miles. For about 15 miles out of Springfield the road is also hard surfaced. The rest of the roadway is fairly well graded and cared for, but it is of dirt formation, in some places mixed with gravel and stone.

Experience in the operation of motor-truck service over this roadway since September 1, 1918, shows that a schedule can not be maintained with any reasonable degree of regularity. In fact the service is either curtailed or omitted practically every time there is rain or snow. During the months of November and December the service has been very unsatisfactory, more curtailments and omissions than complete service being recorded.

It is impracticable, in fact physically impossible, to operate a truck of as much as $1\frac{1}{2}$ tons capacity over these roads with any degree of regularity. Rain softens the surface of the road. If but a small amount has fallen, the road is slippery, and it is almost impossible to keep a truck out of the ditches by the roadside. Following several hours' rain, or a rainy period of a day or more, the road is softened until the heavy wheels of the truck cut deep gutters in the road, almost like a furrow. The possibility of navigating such roads is doubtful, even when second or low gear is resorted to. To attempt it results in failures and the destruction of the roads and likewise the truck.

The road from Warsaw to Urbana is particularly bad, steep hills, sharp, flinty rock, shelving ledges, and soft mud being encountered. The road from Springfield as far as Buffalo is some better; however, wet seasons greatly interfere with travel.

It will be impracticable to attempt to operate truck service in any settled zone where there is freezing and thawing and where a normal amount of rain falls without the roads are hard surfaced. Success will not be attained in this enterprise where ordinary dirt roads are used in such zones.

ESTABLISHMENT OVER UNSUITABLE ROADS.

Glasgow to Bardstown, Ky.

The road followed by this route is upon the Louisville and Nashville Pike, the foundation of which was constructed 60 years ago. This foundation was of rock, and it is still firm in most places, but the coating has become worn through for miles in sections; the roads are full of holes, rough, and for an aggregate of many miles are not suitable for motor-truck service. The rough roads in dry weather necessitate slow driving, and in wet weather will likely necessitate suspension of the service perhaps for days at a time.

The files in the department relative to this route show correspondence from an agent of the department who investigated the route, wherein the roads are described as being unsuitable for a motor-truck route, the correspondence having passed while the investigation of the feasibility of the establishment of the route was in progress. Nevertheless the route was established.

MOTOR-TRUCK ROUTE ESTABLISHED OVER UNSUITABLE ROADS.

Atlanta to Dahlonega, Ga., 72 miles. Established August 12, 1918.

This route was established over roads which, as a whole, are unsuitable for motor traffic at any time, especially during the winter when there is a heavy rainfall. That part between Cumming and Dahlonega, 30.7 miles, is a mere trail through the mountains practically the entire distance. These roads have never been improved, are full of holes and rock, and red-clay hills are encountered over the greater portion of the distance between these points.

The residents in this locality are unable to operate light cars (Ford) for several days after each rain, and resort to use of horse-drawn conveyance when it is necessary to travel.

When the route was established an attempt was made to perform service with a heavy truck, but this had to be abandoned, as no one could be retained as driver, on account of the danger of driving such a truck over these mountain roads. The roads are narrow with many sharp curves, and in several places if truck is not driven with caution there is danger of it going over a precipice of several hundred feet. When it was found impossible to use the heavy truck the route was curtailed to end at Cumming, to which point it was operated until three lighter trucks (Ford) were furnished, when it was extended as originally established. During the first 30 days these light trucks were used the frames of two were broken, and other parts of the car or engine broken or damaged, through operation over rough roads. The repair bills have been enormous, and the postmaster at Atlanta, who is a conservative business man, states that at least four trucks will be required yearly for service on this route. Only two trips were made on that part of the route between Cumming and Dahlonega during December, 1918, and the postmaster at Atlanta states no effort will be made to cover this portion until next May or June.

If other conditions were favorable, which is not the case, service should not be given on this route until suitable roads are provided. The postmaster at Atlanta has recommended discontinuance of this route.

This class of service should not be established until hard-surfaced roads are provided, or roads that can be used throughout the year with motor truck.

EXHIBIT No. 68-A.

PARALLEL SERVICE.

Cincinnati to Hillsboro, 731004. Columbus to Hillsboro, 731002.

The Cincinnati to Hillsboro route directly parallels an electric railway its entire distance, and for the first one-fourth of the distance out of Cincinnati two R. P. O. lines are paralleled which give service to the first four offices reached. Closed-pouch service, twice each way daily, reaches all other offices, except St. Martins and Hillsboro. Hillsboro could have this closed-pouch service to Cincinnati at almost any hour. It has not been established as other dispatches were deemed sufficient. The service by electric railway, which stops at all the points visited, except near Cincinnati, where R. P. O. service is provided, is admittedly cheaper than could possibly be hoped for by motor truck.

While the route from Columbus to Hillsboro crosses the country from one railway system to another at several points, it parallels electric-railway service about one-third of the distance, and from a service standpoint parallels R. P. O. service as related to all the offices touched except one. A very little exchange between a few local points would be advanced, but as concerning mail for either termini or points beyond, the R. P. O. service offers greater expedition in handling.

Grouping the routes and considering the service on a "through" basis, three good lines of railway are paralleled from Columbus to Cincinnati. These railways have an abundance of good R. P. O. trains, and no through mail could properly be carried by the truck. In fact, practically no mail of this character is exchanged at Hillsboro, picked up by either route for dispatch by the other. As a carrying or transportation medium, the route has a very negligible usefulness.

EXHIBIT No. 68-B.

PARALLEL SERVICE.

Cincinnati, Ohio, to Cynthiana, Ky. Route 729001.

From a postal-service standpoint, this route substantially parallels the Louisville & Nashville Railway over which the Cincinnati and Knoxville R. P. O. operates. But one inland point, Independence, Ky., a fourth-class office, is reached by the truck that did not have ample R. P. O. facilities.

Covington, Ky., and Latonia Station of that office are not only supplied by this R. P. O. but have ample closed-pouch facilities by electric railway. Covington, 0.9 of a mile distant, receives 97 per cent of the mail carried out of Cincinnati, and Latonia, 4.3 miles distant, receives 90 per cent of the rest.

This motor route makes direct connection at 12 noon with motor truck route from Danville, Ky., the junction being made at Cynthiana, Ky. No through mail can possibly be exchanged from either truck to the other at this point, under a reasonable observance of the rules governing the expeditious dispatch of mail matter. The truck leaves Cincinnati at 5.30 a. m., and arrives at Cynthiana at 11 a. m., the connecting truck for Danville leaving at 1 p. m. Train No. 37, a local with space authorization for carrying parcel post and other mail, leaves Cincinnati at 7.05 a. m., and arrives at Cynthiana at 9.30 a. m., proceeding to points beyond. Train No. 33, in same R. P. O. line, leaves Cincinnati at 8 a. m., and arrives at Cynthiana at 10 a. m., making substantially all connections to the south. Northbound, the truck leaves Cynthiana at 1 p. m., and arrives at Cincinnati at 6.30 p. m. An R. P. O. train, No. 38, leaves Cynthiana at 3.46 p. m., and arrives at Cincinnati at 6.30 p. m. Mail given to this train is distributed and pouched to connections upon arrival at Cincinnati, whereas mail given to the truck must first undergo distribution in the Cincinnati office before dispatch can be made to trains. It will, therefore, be seen that the fact that these motor routes connect at Cynthiana offers no service value worthy of note. From the fact that the Cincinnati route substantially parallels the R. P. O. referred to it can not be utilized as an adjunct to the transportation system formerly provided to any appreciable extent. As a whole it is practically useless from a standpoint of service efficiency. It could not be used to supersede existing service without increased cost and reduced efficiency.

EXHIBIT No. 68-C.

PARALLEL SERVICE.

Danville to Cynthiana, Ky. Motor-truck route No. 723002.

Between Nicholasville and Lexington, Ky., the motor-truck route parallels the Southern Railway the entire distance, 12.4 miles. There are three mail trains northbound, two southbound, and one express train carrying closed-pouch mail between these points. It is not expedient to discontinue any portion of this service. Between the same points an electric railway, with hourly trains each way, passes. No mail is transported on the electric line, but it could be added if necessary.

Between Lexington and Paris, Ky., the truck route parallels the Louisville & Nashville Railway; distance, 17.5 miles. There are five trains northbound and four southbound, carrying mail between these points, and none can be discontinued. An electric line, with hourly trains each way, passes between the same points; not carrying mail, but mail could be carried thereon if necessary.

Between Paris and Cynthiana, Ky., 14.5 miles, the Louisville & Nashville Railway, with four mail trains each way, is paralleled. Mail service can not be discontinued on any train.

Thus the entire length of the truck route being 78.6 miles, railroad service is paralleled for a distance of 44.4 miles, or 56.5 per cent of the distance traveled by the motor truck.

EXHIBIT No. 68-D.

PARALLELING RAILROAD LINE.

Philadelphia-Bridgeton-Millville. Route No. 709003.

The distance as traversed by this route from Philadelphia, Pa., to Millville, N. J., is 42.5 miles, and for its entire length parallels the Pennsylvania Railroad (Philadelphia and Millville R. P. O.), over which three double daily R. P. O. service and double daily closed-pouch service is operated from Millville, Vineland, and intermediate offices to and from Philadelphia. In addition offices located nearer to Philadelphia have increased closed-pouch trips to and from Philadelphia.

The truck operates on a schedule, leaving Millville approximately at the same time closed pouches are dispatched, and it would be impracticable to discontinue the closed-pouch trip, for the reason that the train on which the pouches are dispatched arrives at Philadelphia at 12.59 p. m., whereas the truck is not scheduled to arrive until 3.30 p. m.; on the outward trip truck is scheduled to depart but 28 minutes after R. P. O. train. Owing to the amount of mail received at terminal and in transit by this R. P. O. it is impossible to make any curtailment of service.

EXHIBIT No. 68-E.

PARALLELING RAILROAD AND ELECTRIC LINES.

Motor-vehicle parcel-post route. Washington, D. C.-Winchester, Va.

This route parallels the line of the Washington & Old Dominion Electric Railway between Washington and Bluemont, Va., 54.3 miles.

The Washington and Bluemont R. P. O. is operated over that electric line, affording two full round trips of R. P. O. service on week days, also one round trip of closed-pouch service, with appropriate closed-pouch service on Sundays.

Bulk of mail carried on motor-vehicle trips leaving Washington is all classes for points between Leesburg and Purcellville, including these offices, 10 miles.

All star and rural routes operate in connection with the R. P. O.

Truck arrives at Leesburg, 8.30 a. m.; Purcellville, 9.35 a. m.; Bluemont, 10.10 a. m.

R. P. O. arrives at Leesburg 9.04 a. m.; Purceville, 9.32 a. m.; Bluemont, 9.50 a. m.

EXHIBIT No. 69-A.

ESTABLISHMENT OF MOTOR-TRUCK ROUTES IN NONPRODUCTIVE AREA.

Birmingham to Clanton, Ala., 61 miles. Established December 2, 1918.

Route above described runs through Jefferson, Shelby, and Chilton Counties, Ala. Jefferson County is a coal and iron section. Shelby County produces limestone and its by-product, lime. In each of these counties the local consumption far exceeds the local production. Chilton County is a great cotton section, and that staple is raised to the exclusion of everything else, and is shipped by freight in bales of 500 pounds each. At one point a small amount of peaches are produced, but the season for this class of goods is limited to about 30 days in the year, and the product is shipped in iced freight cars or in crates by express, as the quantity may justify. This is a nonproductive section from the viewpoint of the farm-to-table movement, as there is nothing to ship by parcel post except an occasional parcel from friend to friend.

While the products mentioned do not limit themselves strictly to the county lines mentioned, yet they adhere rather closely to such lines.

A route of this kind should not be established in a haphazard manner, but should be authorized only after careful investigation by a departmental representative who has had experience in such matters and after it has been ascertained that the roads are hard surfaced, the territory productive, and the prospective patrons remote from established adequate mail facilities.

EXHIBIT No. 69-B.

ESTABLISHMENT MOTOR-TRUCK ROUTE IN NONPRODUCING TERRITORY.

Columbia to Orangeburg, S. C., 45.6 miles. Established July 12, 1918.

This route traverses a nonproducing area, as coming within the general intent of the "producer to consumer" theory. This is primarily a cotton-growing section, and the production of vegetables, fruits, butter, eggs, and chickens is confined to the needs of the individual producer. As a matter of fact, local consumption is usually in excess of production. No truck is grown in this area. For the first 18 or 20 miles out of Columbia, route extends through a

sandy, unproductive section covered with scrub oak, and no crops of any kind are grown in this area.

During the time this route was in operation, now temporarily suspended, July 12 to September 23, 1918, a few small baskets of peaches and grapes were the only shipments of perishable matter handled. One small case of eggs was handled during this period, and only two parcels were received from patrons direct, these being two packages of foodstuffs addressed to soldiers in camp.

As previously stated, this is a cotton-growing section, and this crop is grown mostly by negro tenants on the plantations of the larger farmers. At the prevailing high price of cotton, these farmers could not be induced to plant other crops, or to engage in truck farming or raising poultry. Furthermore, the only market of importance for farm produce is Columbia, a town of approximately 40,000 population, and if the production of such was materially increased it is obvious that the farmers would be unable to dispose of it, certainly not to any advantage.

EXHIBIT No. 69-C.

ESTABLISHMENT IN UNPRODUCTIVE AREA.

Motor-vehicle parcel-post service, Richmond, Va.—Rhoadesville, Va.

This route parallels the Richmond, Fredericksburg & Potomac Railway to a point about 21 miles north of Richmond, thence northwest, crossing the Chesapeake & Ohio Railway about 1 mile east of Beaver Dam, and extends 50 miles through a district remote from any railroad until Mine Run is reached.

There are long stretches of uncleared lands; much of the cleared land gives unmistakable evidences of poor soil and indifferent cultivation; relatively few farmhouses are visible from the road, many of which are unpainted, crude, and unattractive. I do not recall having seen one garden of average appearance on the route, except below Ashland, where no stops are made.

There is far less than the average production of eggs, poultry, butter, vegetables, etc., and the surplus not needed for local consumption is small. Except at Partlow and Chilesburg, the stores are mere shacks, poorly stocked, dirty, and kept in a haphazard manner; in none of the stores, except as noted, was there seen the usual activities in packing eggs and butter for shipment or anything approaching even a moderate surplus, and very few evidences of thrift or progressiveness were visible.

The distance from Post Oak to Partlow is 18 miles; the run is made without a stop; the first stop outgoing from Richmond is at Chilesburg, 41 miles, and the last stop inbound is Beasley's store (n. o.), 30 miles from Richmond.

Owing to the general unproductiveness of the locality traversed, shiftlessness of inhabitants, and lack of interest in the purpose of this route it appears certain that the quantity of foodstuffs offered for mailing will not likely be sufficient to warrant continuance of the service.

EXHIBIT No. 70-A.

DUPLICATION OF TRAVEL BY MOTOR TRUCKS OVER SAME ROADS.

	Miles.
Gettysburg, Pa., to Lancaster, Pa., route duplicates road traveled by Hanover to Lancaster route, from New York to Lancaster, Pa. (see Exhibit No. 11)-----	27
Philadelphia, Pa., to Bel Air, Md., route duplicates Kennett Square-Wilmington-Oxford-Philadelphia route from Philadelphia, Pa., to Oxford, Pa., distance (see Exhibit No. 17)-----	59
Kennett Square-Wilmington-Oxford-Philadelphia route duplicates Wilmington-Bridgeton-Kennett Square route from Kennett Square, Pa., to Wilmington, Del., 12 miles, with addition of detour from Yorklyn to Hockessin, Del., and retrace 4 miles, distance (see Exhibit No. 6)-----	16
Philadelphia-Bel Air, Md., route duplicates Doylestown-West Chester route from West Chester, Pa., to Paoli, Pa., distance (see Exhibit No. 17)-----	8
Philadelphia-Bel Air, Md., route duplicates West Chester-Doylestown-New York, from West Chester, Pa., to Paoli, Pa., distance (see Exhibit No. 17)-----	8

	Miles.
Doylestown, Pa.-West Chester, Pa., duplicates West Chester, Pa.-Doylestown-New York route, from West Chester, Pa., to Doylestown, Pa., distance (see Exhibit No. 16)-----	42
Flemington, N. J.-Philadelphia, Pa., route, duplicates West Chester, Pa.-New York route from Doylestown, Pa., to Flemington, N. J., distance (see Exhibit No. 9)-----	23
Flemington, N. J.-New York route, duplicates West Chester-Doylestown-New York route, from Flemington, N. J., to New York, distance (see Exhibit No. 10)-----	59

NOTE.—The 5-ton truck, operating from West Chester, Pa.-Doylestown, Pa.-New York performs no local service between those points other than at Doylestown, Pa., and returns empty from New York.

EXHIBIT No. 70-B.

MOTOR-VEHICLE PARCEL POST ROUTE; WASHINGTON, D. C., TO BEL AIR, MD.

DUPLICATION OF TRAVEL OVER OTHER MOTOR ROUTES.

This motor route traverses the same route as that of the truck from Baltimore to Solomons, between Lothian and Baltimore, Md., 44.7 miles.

This truck leaves Lothian, 7.14 a. m.; Annapolis, 8.30 a. m.; arrives Baltimore, 10.30 a. m.

Baltimore-Solomons route leaves Lothian, 7.50 a. m.; Annapolis, 6.25 a. m.; Baltimore, 4.30 a. m.

This truck leaves Baltimore on return trip 3 p. m.; Annapolis, 5 p. m.; Lothian, 6.12 p. m.

Baltimore-Solomons truck leaves Lothian 3.40 p. m.; Annapolis, 5.05 p. m.; arrives Baltimore 7 p. m.

The Baltimore-Solomons truck affords ample service to all offices between Lothian and Annapolis.

This truck also parallels the electric closed-pouch lines between Annapolis and Baltimore, and Baltimore and Overlea.

From Overlea to Bel Air, 17.1 miles, this truck duplicates the travel of the star route (contract) operated in motor vehicles between those points as early service from Baltimore to Bel Air and late service Bel Air to Baltimore.

From a service standpoint, operation of this truck route between Lothian and Bel Air is not warranted. Other facilities available afford all needed mail service.

EXHIBIT No. 70-C.

DUPLICITAION OF SERVICE.

Danville to Cynthiana, Ky., motor-truck route No. 723002.

The motor truck on this line duplicates service from Danville to Lancaster, Ky., with star-route service. Distance 12 miles. As the star-route carrier travels on both trips in opposite directions to the motor truck, and many boxes being served on the star route which it would not be expedient for the motor-truck driver to serve, the star route can not be discontinued or curtailed.

From Lancaster to Nicholasville, Ky., the motor truck travels the same roads as those used by a star-route carrier. Distance 22.2 miles. As the star-route carrier leaves Lancaster ahead of the motor truck and maintains his lead for much of the trip; since he leaves Nicholasville on the return trip ahead of the motor truck, and reaches each office from one-half to three hours earlier than the motor truck, and there being many boxes on the route served by the star route, it is not feasible to discontinue the star route nor to curtail it.

The length of the motor-truck route being 78.6 miles, and duplication with the star route ensuing for 34.4 miles, it will be plain that a duplication of these services for 43.5 per cent of the distance traveled by the motor-truck carrier exists.

EXHIBIT No. 71-A.

ROUTES PROVIDING NO BENEFIT OVER EXISTING SERVICE.

Indianapolis to La Fayette, Ind., group. Demotte to La Fayette route. Motor-truck route No. 733005.

This motor-truck route formerly carried a large amount of fourth-class mail from the post office at La Fayette, Ind., to the camp of the Students' Army Training Corps, located at Purdue University, 1.5 miles from the La Fayette post office. This camp was discontinued about December 15, 1918, since which time the truck has not been stopping at the university.

The motor-truck route parallels railroad service from La Fayette to Montmorenci, Ind., 8.6 miles. It parallels existing railroad service from Remington to Wolcott, 6.3 miles. It duplicates with a double-daily star route from Collegeville to Rensselaer, 1 mile, and the star route can not be discontinued or curtailed. It touches railroad points at Demotte, Virgie, Rensselaer, Wolcott, Remington, Montmorenci, and La Fayette.

Of the offices reached, Collegeville is served, and well served, by double-daily star route from Rensselaer, and West La Fayette Branch is expeditiously supplied by mail messenger from La Fayette, which can not be discontinued or curtailed. Every other office is well served from the railroad. On December 27, 1918, no through mail from La Fayette to points beyond Demotte was found, and the amount of through mail received at either terminal for transportation over the truck route is at no time more than negligible.

The only advantages possible to be gained by the continuance of the truck line is the slight expedition of a few pieces of mail from La Fayette to Wolcott and Remington and return, and between Wolcott and Remington. The country served is comprised almost exclusively of large farms, where operations are conducted on an extensive plan; where tractors and improved machinery is used, and where the raising of corn, wheat, and live stock is the occupation of all farmers. Only a small excess of mailable produce is shipped; the excess being almost exclusively bought by hucksters or sold to merchants by the farmers after they transport it to town, and the farmers do not desire to enter into the business of producing produce such as can be marketable by mail to a much greater extent than at present, due to labor troubles and other deterrents, and appear to be satisfied with transportation facilities other than the motor-truck route. Facilities for the receipt and dispatch of mail in existence prior to the establishment of the motor-truck route were reasonably adequate, and additional service of any kind is not warranted.

The value of stamps on all mail carried on this route now approximates \$8 daily, only a small portion of which is new business or such as can be termed earnings, and while the business will likely increase some in the growing seasons, the motor-truck route can never prove of material benefit nor return any reasonable profit on the investment, and is, in fact, superfluous and without merit.

EXHIBIT No. 71-B.

ROUTE NOT PROVIDING BETTER POSTAL FACILITIES THAN FORMERLY EXISTED.

Cincinnati to Hillsboro, Ohio. Route 731004.

This route directly parallels an electric railway from Cincinnati to Hillsboro, Ohio. It connects at the latter point with a motor truck from Columbus, Ohio, but due to the fact that train service offers a more expeditious dispatch, except in a few instances, but a negligible quantity of mail is exchanged between the trucks at Hillsboro.

The electric line referred to operates six trains each way daily from Cincinnati to Hillsboro. Two closed-pouch exchanges are provided on this line to all offices as far as Fayetteville, except the offices near Cincinnati, which have ample R. P. O. service. This closed-pouch service has not been extended to Hillsboro for the reason that that office had outlet by closed-pouch service over two branch lines of railway touching R. P. O. service, four mails being received and four being dispatched daily. Had it been deemed necessary, closed-pouch service could have been established via the electric line to Cincinnati on any train desired.

The motor truck leaves Cincinnati at 6.30 a. m., and arrives at Hillsboro at 12 noon. An electric train leaves that point at 7 a. m., and arrives at Hillsboro at 9.15 a. m. Returning, the truck leaves Hillsboro at 1 p. m., and arrives at Cincinnati at 6.30 p. m. An electric train leaves Hillsboro at 11.25 a. m., arriving at Cincinnati at 1.40 p. m., and another leaves Hillsboro at 4.25 p. m., arriving at Cincinnati at 6.40 p. m. The electric line touches all points reached by the truck except Newtown, Plainville, and St. Martins. The first two offices have four exchanges each with R. P. O. service daily. St. Martins is served by double daily star-route service at a cost of \$385 a year. The service to St. Martins would be less efficient were this route discontinued.

The motor-truck route offers no material benefit to the service over the facilities formerly provided and available. The only advantage gained rests in the advance of a negligible quantity of mail from local office to local office. The service can not be made so perfect at any point, within the bounds of reasonable economy, but that some advantages could be made by supplying additional service. Such additional service was available when necessary through the use of former facilities. The route has developed practically no business as related to the producer-to-the-consumer theory.

EXHIBIT No. 71-c.

MOTOR VEHICLE PARCEL-POST ROUTES, EXPERIMENTAL SERVICE NOT SO GOOD AS PRESENT OR SUPERSEDED FACILITIES.

Motor vehicle parcel-post route No. 713006, experimental service between Waldorf and Rock Point, Md., leaves Waldorf at 7.30 a. m., on arrival of the truck on the Washington-Scotland route leaving Washington at 5.30 a. m. with the mail for this route, which includes all mail that has accumulated in Washington up to closing for the 5.30 a. m. departure. En route from Waldorf to Rock Point route 713006 parallels the Bowie and Popes Creek R. P. O. for a distance of 17 miles, Waldorf to Faulkner, on the following schedule:

Motor route.	R.P.O. tr.	R.P.O. tr.	Motor route.
7.30 a. m.	9.46 a. m.	Lv. Waldorf. Arr. White Plains.	3.37 p. m. 4 p. m.
7.42			3.48
8.08		Arr. La Plata.	{Lv. 3.22
9.56	10.05	Lv. La Plata.	{Arr. 1.34
10.06		Spring Hill.	1.26
10.18	10.10	Bel Alton.	1.14
10.25 a. m.	10.20	Faulkner.	1.07 p. m.
	10.35 a. m.	Arr. Popes Creek. Lv.	2.52 p. m.

From La Plata the truck goes west to Ripley, Masons Springs, and Indianhead, advancing the mail thus far; distance from La Plata to Indianhead is 13.8 miles, and the road is worn badly by heavy traffic to and from the naval proving station at Indianhead; the truck retraces to La Plata, leaving at 9.56 a. m. for points beyond there, if on time. On account of the bad road referred to, it is very generally late and operates behind train 5181 south of La Plata. Depending star routes at Spring Hill and Faulkner leave on arrival of train 5181, according to reports received, hence any mail for offices supplied by them carried on the truck misses connection for the day and is delayed until the following day.

Mail delivered by this route closes in the Washington post office at 5.15 a. m. for dispatch at 5.30 a. m. The route has superseded star routes formerly operated from La Plata to Indianhead and Faulkner to Rock Point, in connection with the R. P. O. trains shown above. It advances any mail closed at Washington for Ripley, Mason Springs, and Indianhead about two hours. However, mails for Bowie and Popes Creek train 5181 close in Washington at 7.15 a. m., two hours later than closing for this motor route, and in Baltimore at 6.35 a. m. Train 5181 also receives connection at Bowie from New York and Washington trains 101 and 105 and Washington and Grafton train 4 (which includes mail from Washington and Pittsburgh train 10), all arriving in Washington after 7 a. m. and not connecting motor route on day of arrival, but having the same connection with train 5181 as at present, prior to establishment of the experimental motor-truck route.

Mail received from these connections for Mason Springs, Ripley, and Indianhead does not connect trip of motor route leaving La Plata at 8.08 a. m. and is

not delivered until by the trip leaving at 1.34 p. m., a delay of several hours. If star-route drivers are leaving Faulkner and Spring Hill without mail from the truck, which was formerly carried in train 5181, as reported, a better service would be given by withdrawing mail for the offices affected from the truck.

The point is that a more complete and dependable service can be given the territory affected by star routes depending upon Bowie and Popes Creek trains 5181 and 5182.

EXHIBIT No. 71-D.

NEGLIGIBLE BENEFIT OVER EXISTING SERVICE.

Marshall to Warsaw, Mo. Route 745003.

This route leaves Marshall at 6 a. m. and travels almost directly south through Longwood, Sedalia, Ionia, and Lincoln to Warsaw, arriving at 11.30 a. m., leaving at 12 m. and returning to Marshall at 6.15 p. m.

Longwood, a small inland fourth-class office, is the only office not supplied with equally as good service by rail as can be given by the truck, especially on its present schedule. In fact, the truck offers no additional service worthy of consideration to the other offices touched. Longwood was supplied by star route, which also served boxes along the way, at a cost of \$624 a year. This service is still maintained. The route does practically no business. In fact, more than 80 per cent of the business done has been diversions from R. P. O. service, in connection with which no advantage is gained. The real service value of the route is so negligible that it is scarcely worthy of note.

It is true this route traverses a cross-country road from Marshall to Sedalia, 33 miles, but this road is near enough to railway points that the patrons are substantially served by rural or star-route carriers operating from such railway points where morning and evening connections are made with trains. When inland territory falls within the zone of operation of rural carriers operating from railway points but little advantage can be gained by operating truck service over such inland roads. On the other hand, when inland territory is so far from railway points that it can not be reached by rural carriers operating from such points, then villages appear on such inland roadways where traffic centers and from which villages rural routes operate. When the latter condition is encountered, then there arises a need for an outlet from such villages, which can well be supplied by a trunk-line route to railway points. This condition does not exist at any point on this route, and consequently there is practically no demand for the transportation facilities offered by it.

South from Sedalia it parallels the Sedalia and Warsaw R. P. O., running just behind the schedule of the train. One office, Ionia, is not served by the R. P. O. referred to, but is served by the St. Louis, Eldon, and Kansas City R. P. O.

This route serves no service need worthy of note in the territory reached. Practically no new business has been developed that would tend to justify its operation.

EXHIBIT No. 71-E.

ROUTES THAT ARE OF SMALL VALUE AND IMPRACTICABLE.

Route 709003, Philadelphia-Bridgeton-Millville, 53.3 miles in length, this including a detour from Millville to Bridgeton, 10.8 miles and return. There appears to be no reason for service between Millville and Bridgeton, where there are no intermediate offices. It was probably extended to this section for the purpose of making connection with truck route operating from Wilmington to Bridgeton. Very little mail is dispatched, either from Millville or from Bridgeton, and no material gain in time is gained thereby, as there are closed-pouch facilities between these offices that afford satisfactory service.

Leaving Millville for Philadelphia, Pa., at 11.30 a. m. as scheduled, the truck practically leaves at the same time mail is closed for dispatch to Philadelphia and Millville R. P. O., closed-pouch service, via train 1252, leaving at 11.27 a. m. This train is due at Philadelphia, Pa., at 12.59 p. m., as against arrival of truck at same point at 3.45 p. m. Therefore any through mail given to truck is materially delayed. The following offices: Vineland, second class, \$2,900; Woodbury,

second class, \$2,500; Pitman, second class, \$1,900; Gloucester, second class, \$2,300; Glassboro, third class, \$1,800, have the same dispatch. Therefore any mail dispatched from these offices by truck would also be delayed. To take care of the interchange of mails between the various offices on the route there is R. P. O. service (Philadelphia and Millville), leaving Millville 8.27 a. m., train 432; 3.27 p. m., train 1284; 6.27 p. m., train 1308. It can be stated that the amount of mail accumulating between 8.27 a. m. and 3.27 p. m., for local interchange, is small and has not warranted the establishment of R P. O. service on the train leaving Millville at 11.27 a. m.

The office of Gloucester City, distant 5.1 miles from Philadelphia, has been utilizing the truck more as a convenience than as a necessity. The truck stops at the office and will take all mail, thereby relieving the messenger from carrying mails to the railroad station, where regular dispatch should be made.

On the outward trip from Philadelphia, truck is scheduled to leave at 4 p. m.; Philadelphia and Millville R. P. O. train 1485 leaves at 3.32 p. m., and is due at Millville at 5.10 p. m.; if mail for Millville, Woodbury, Pitman, Glassboro, and Vineland should be dispatched by truck it would not arrive at Millville until 7.30 p. m., or at about the same time that the office would close for the day. At other offices it would arrive a little earlier. As a consequence if mail was so dispatched, there is not doubt that serious complaint would be made of inadequate service.

This R. P. O. has an interchange of mail with all offices on the route and it is apparent that there would be no advantage in utilizing the truck for dispatch even if consideration should only be given for an additional frequency of service.

Some produce is grown, but it is seasonable, therefore the cost of operation of the truck can not be maintained by revenue obtained from the shipment of produce. Vineland, which is the center of an egg-producing section, is more interested in the New York and Boston markets than in the Philadelphia market. As an outlet for the New York market, they have a direct freight line over the Central Railroad of New Jersey, which furnishes transportation at a much lower rate than parcel-post rates and lower even if any reasonable change should be made in rates affecting the shipment of produce, etc., by mail. From direct information received it appears that the breakage is not as large as had been made to appear, certainly not sufficient to warrant the belief that the producer would pay the higher rate of transportation and also look for a new market when the present is satisfactory.

It does not appear that new business, in so far as it pertains to the idea of "farm to consumer," can be obtained that would make it reasonable to believe that it would pay even a small percentage of the cost of operation.

The route is not useful as an additional or supplemental supply to the offices on the route. It is improper to divert any mail from the railroad to the truck for the reason that it involves delay and consequently is open to criticism.

EXHIBIT No. 71-F.

MOTOR TRUCK ROUTES NOT PROVIDING BETTER SERVICE THAN EXISTING FACILITIES.

Chattanooga, Tenn., to Spring City, Tenn., 61 miles. Established November 6, 1918.

Route of above subject conflicts with Railway Mail Service at all points. The schedules follow:

Train.	Truck.	Truck.	Trains.
Leave 5.00 a. m.	6.00 a. m.	Chattanooga	6.30 p. m.
Arrive 7.10 a. m.	12.00 noon	Spring City	6.35 p. m. 8.30 p. m. Arrive. 12.30 p. m. 4.47 p. m. 6.13 p. m. Leave.

The morning daily papers at Chattanooga are sent directly from the office of publication to the train—Cincinnati and Chattanooga train 6—leaving at 5 a. m. There is no business mail originating between 5 a. m. and 6 a. m. Any matter given truck on northbound trip is delayed from 2 to 24 hours, depending on the location of the addressee. All mail on hand at any of the way post offices is, or should be, given to the train. The train serves all post offices that are served by the motor truck. The northbound trip is absolutely useless.

On the southbound trip any mail for the south, southeast, or southwest that is given the truck by the way offices is delayed at least 12 hours on account of the fact that it is thrown into the Chattanooga post office at the busy time of day and there is not time to work it out and dispatch it on first trains. That

for any other point of the compass is not advanced. That for Chattanooga city is advanced five minutes. Cincinnati and Chattanooga train 1 affords an excellent local service for the way offices between Spring City and Chattanooga. Train 5 (local) arrives at Chattanooga at 8.30 p. m. and makes all through connections that are made by the truck. Parcel-post matter for the city of Chattanooga is not advanced to ultimate addressee by the truck, as it is not delivered until the following morning, in any event.

The only function of this route as operated has been to delay practically all mail given to it, and none should be given it unless it is parcel-post matter for Chattanooga on the southbound trip. It should never have been established. It is manifestly useless to establish this class of service where it is outclassed at all points by Railway Mail Service.

EXHIBIT No. 71-G.

USELESSNESS OF THROUGH SERVICE.

OHIO.

Cincinnati to Hillsboro, route 731004; Columbus to Hillsboro, route 731002; Columbus to Zanesville, route 731001; Zanesville to Wheeling, route 731005.

The four routes above referred to are designed to form a through route from Cincinnati, Ohio, to Wheeling, W. Va., trucks connecting at Hillsboro, Columbus, and Zanesville.

According to the schedule in effect, however, there is a break in this connection at Columbus and one at Zanesville. The motor truck leaves Cincinnati in the morning connecting with the Columbus truck at Hillsboro at noon, the latter reaching Columbus at 7.30 p. m. The truck from Columbus to Zanesville does not leave until the following morning, consequently there is a 12-hour break at this point for through traffic. The truck from Columbus to Zanesville reaches the latter point at 11.30 a. m., whereas the truck from Zanesville to Wheeling does not leave Zanesville until 6 a. m., the following morning, a break of about 18 hours as related to through schedule.

No single route can carry through mail, that is mail from the initial point for through transfer at the termini to connecting truck without subjecting it to enormous delay. For instance the truck leaving Cincinnati can not take through mail for transfer to the Columbus truck at Hillsboro. An R. P. O. train leaves Cincinnati at 5.15 a. m., arriving at Columbus at 10.35 a. m., as against 7.30 p. m., by truck. Another leaves at 8.30 a. m., arriving at Columbus at 12.03 p. m., as against 7.30 p. m., by truck. The former train will reach Pittsburgh, Pa., at 5.50 p. m., the same day or 50 hours and 30 minutes ahead of the scheduled truck service. A train on the Baltimore & Ohio Railroad, which substantially parallels the motor truck service from Cincinnati to Wheeling and Pittsburgh, leaves Cincinnati at 8 a. m., and arrives at Pittsburgh at 7 p. m., the same day, passing Wheeling at 4.35 p. m. This train covers the distance in 11 hours as against a scheduled time of 62 hours and 30 minutes by truck. It will, therefore, be noted that thorough traffic could not possibly be handled without prohibitive delay. In fact the argument of more careful handling by truck loses its force, as the mail would be subjected to more handling by that mode of transportation than by rail on all long hauls. The liability to damage by truck would also be augmented by the fact that hauling this mail a long distance by truck would subject it to chafing and jolting, as anyone familiar with overland transportation is aware.

A similar condition obtains in the section between Columbus and Zanesville. The motor truck leaves Columbus at 6 a. m., touching Newark at 9.05 a. m., and arriving at Zanesville at 11.30 a. m. Railway parcel-post and closed-pouch service leaves Columbus at 6 a. m., arriving at Newark at 7.35 a. m., from which point R. P. O. service continues to Zanesville, arriving at 9.20 a. m., as against 11.30 by truck. This train arrives at Wheeling at 12.30 p. m. the same day, whereas the truck as scheduled arrives there at 12 noon the following day, a difference of 23 hours and 30 minutes.

It will therefore be noted that any mail picked up en route by the motor truck must necessarily be turned over to the rail service at connecting points unless it is to be subjected to unreasonable and prohibitive delay if intended for distant points.

Again, even by the inequitable process of recording as revenue the full value of the postage affixed to parcel-post matter and making due allowance for in-

complete or part loads, which condition must obtain in any service, the motor route could only approach a sustaining capacity for short hauls only, even less than 100 miles. In fact, scarcely 80 miles; this with ideal road and other conditions as related to the handling of parcel post. Consequently, were it attempted to haul such matter beyond this zone or to a distant market necessitating the use of one, two, or three legs or sections of a route, the latter service must be performed at a loss.

The motor-truck service can not handle mail either expeditiously, economically, or with security as related to long hauls; that is, mail destined to distant points. The rail service offers better, safer, and more practicable facilities as related to the handling of such mail.

EXHIBIT NO. 71-H.

USELESSNESS OF THROUGH MOTOR-TRUCK SERVICE, ETC.

	Miles.
Portland, Me., to Amesbury, Mass.	82.9
Worcester, Mass., to Amesbury, Mass.	91.1
Worcester, Mass., to Hartford, Conn.	82.7
Danbury, Conn., to Hartford, Conn.	75.0
Danbury, Conn., to New York, N. Y.	69.3
 Total	 401.0

Motor-truck carrier leaves Portland, Me., at 6 a. m. and arrives at Amesbury, Mass., at 12.40 p. m., connecting with carrier from Worcester to Amesbury, Mass., leaving Amesbury at 1 p. m., and arriving at Worcester at 7.30 p. m. Collections received en route are dispatched in part at railroad junction points to the Railway Mail Service, but in the main they are carried to Worcester. At the last-mentioned point all collections of all classes of mail are dispatched to the Railway Mail Service. This is done for two reasons. First, there are six mail trains a day from Worcester to New York via the New York, New Haven & Hartford Railroad, one of which trains will deliver this mail into New York at 7.05 a. m. the next day if the truck arrives at Worcester by midnight. This will take city mail for New York and all matter for the South. Any mail for the West is dispatched to Boston & Albany Railroad train 43 and arrives at Albany, N. Y., at 5.30 a. m. if the truck arrives at Worcester by 11 p. m. Connection is made at Albany with New York and Chicago R. P. O. All intermediate points are reached before these terminals. Second, the truck for New York via Hartford and Danbury, Conn., does not leave Worcester until 6 a. m. the next day and arrives at New York at 11.45 p. m. when on time. This is 16 hours and 40 minutes later than the arrival by rail. Mail by truck would arrive at Albany at least 24 hours later than by rail. The time from Portland, Me., to New York, N. Y., by truck, if schedule is maintained, is 41 hours and 45 minutes. By rail it is about 10 hours, depending on the time of day and the train that is taken.

All mail picked up by truck from Worcester to Hartford that will make time by such dispatch is given to the Railway Mail Service at Hartford. That picked up between Hartford and Danbury is not dispatched at Danbury, but is turned over to truck for New York, there being no night train from Danbury. However, truck passes Stamford, Conn., which is a station on the Boston, Springfield and New York R. P. O. with at least 20 mail trains daily to New York, and this line is paralleled all the way between the two points. All mail collected had as well be turned over to the Railway Mail Service at Stamford, as it is all turned over to that service at New York. To undertake to dispatch mail of any class picked up by this motor route to western and southern points to which motor service is now in operation would subject it to prohibitive delays.

It will be seen from this that any mail of any class picked up by a motor truck must be turned over to the Railway Mail Service within from 50 to 100 miles, otherwise unreasonable delays that will not be condoned by the public will result, especially if the matter is for distant points.

The motor-truck service can not handle mail either expeditiously, economically, or with security as related to long hauls. The Railway Mail Service offers better, safer, and more practicable facilities for the handling of such matter.

REPLY OF FOURTH ASSISTANT POSTMASTER GENERAL TO
REPORT ON MOTOR VEHICLE TRUCK SERVICE.

JANUARY 22, 1919.

The POSTMASTER GENERAL:

A review of the report of the committee of inspectors appointed by the Postmaster General on Order No. 2407, dated November 27, 1918, fails to disclose the use of the word "experiment," except as quoted in the law providing for the establishment of motor vehicle truck routes, and once on page 43, where it is recommended that—

* * * For the sake of experiment, we believe a few of these motor-truck routes, carefully selected, may be retained.

The conclusions of the committee present convincing evidence that in the adequate or inadequate, efficient or inefficient, successful or unsuccessful operation of a limited number of motor vehicle truck routes during an extremely short time, only eight routes more than six months and many less than six weeks, an attempt has been made to carry out the spirit and letter of the law authorizing the Postmaster General to conduct experiments.

This law—

To promote the conservation of food products and to facilitate the collection and delivery thereof from producer to consumer and the delivery of articles necessary in the production of such food products, etc.

did not, in any sense, restrain the motor vehicle truck service, while doing what it was intended to do, from incidentally performing any other postal function "in the vicinity of such cities as the Postmaster General may select," and no process of deduction, inference, or reasoning should seek to confine the availability of the motor vehicle truck service solely to the conveyance of food, or limit its "revenues" or "earnings" only to income arising from increased production of food.

The statement that—

They engage in the handling of mail of all classes, that of the first class—letter mail—predominating as the best earning factor, for which business there is apparent intent to adapt schedules,

may as well be made concerning all other postal operations. Earnings from first-class mail invariably predominate. There was no intent or design to adapt schedules solely in the interest of first-class mail, but I assert, nevertheless, that it would not be a delinquency to frame schedules designed to promote the carriage of first-class or letter mail, if the true intent of the "experiments" is not lost sight of, and that is to conserve food and facilitate collection and delivery thereof.

The experiments in the operation of motor vehicle truck routes have demonstrated that they "promote the conservation of food and facilitate the collection and delivery thereof," and at the same time absorb existing mailing operations (and the cost thereof) while so "promoting" and "facilitating." This fact is established on page 12 of the committee's report, which states that:

* * * Mushrooms, eggs, cut flowers, fragile articles, specialties, and what may be called "fancy products," have created new postal business at a few places. * * * Individual instances of large shipments of goods on special

occasions or large quantities of farm products at Thanksgiving or Christmas, etc., can not be taken as indications of general increase in production or average business of motor-truck routes.

The committee fails to mention that this "increase" occurred on some of the eight original routes, which had been established a sufficient length of time to demonstrate clearly their capacity to do just what the law contemplates, and the committee's citation of occasions when the motor vehicle truck routes conveyed "large shipments of goods or large quantities of farm products" might in all fairness have been followed by comment that "the prices to consumers of the large shipments or large quantities indicated a saving to consumers, regardless of the function of 'middlemen' performed by consumer, or agent of consumer, that eventually would equal the entire cost of the 'facilitating' service performed upon which all classes of mail matter were also transported."

Furthermore, having available such definite, specific evidence of the material, successful development of the experiment, the committee should have recommended that the department establish or retain experimental routes, and specified the routes, beginning with:

(a) Knoxville, Tenn., to Chattanooga, Tenn., where Inspector A. C. Garrigus, a member of the committee of inspectors, recommended:

* * * While for two-thirds of its length the route proposed will have competition, there is complaint of delay in express and freight shipments and with the character and quantity of produce grown and the long growing season, it is my conclusion that the establishment of a motor-truck star route between Chattanooga and Knoxville, Tenn., is justified. It is not likely that enough new business could be immediately secured to make a showing of profit. With good towns at either end and a large area of truck-growing country to draw from, a large section of which has not now convenient mail facilities, with proper cooperation at the terminal points and along the routes, such as now seems assured, the route will eventually be profitable to the Government and to the patrons along the line.

This report was examined, approved, and forwarded to the chief inspector on June 4, 1918, by Robert H. Barclay, inspector in charge of the Cincinnati division and now the chairman of the committee of inspectors, making this report to the Postmaster General:

That at best the motor-truck service can aspire to recognition as another and very expensive instrument of public utility awaiting test of time and need.

The above-named inspectors further recommended that investigation be made of additional routes: Lexington, Ky., to Wilmore, Ky., and return to Lexington; Lexington, Ky., to Carlisle, Ky., and return to Lexington.

They could further have recommended the establishment of another route:

(b) Wilmington, Del., to Salisbury, Md., where Inspector Opdyke, a member of the committee of inspectors, says:

* * * From the above it will be noted that a very large quantity of produce originates within the territory embraced by the proposed route, and while several dealers are now traveling throughout certain sections buying eggs, it is believed that many farmers who now exchange their products for goods at local stores would be glad to avail themselves of the new service if established.

* * * There is no doubt that the establishment of a motor-truck service throughout this section would greatly stimulate small-produce farming, as the market would practically be at their door.

* * * While the proposed route would not in each instance as noted above duplicate travel now performed on the star route, there is great opportunity for a reduction of the present star-route service and afford improved service.

Or (c) Scranton, Pa., to Binghamton, N. Y., where Inspector George W. Daily states:

It is my opinion that the establishment of a motor-truck parcel-post service between Binghamton and Scranton will greatly increase production, particularly in such things as eggs, chickens, butter, garden and farm produce. Instead of large shipments to distant points, with the shipper at the mercy of the commission man or compelled to bring suit to recover losses from express shipments, it is believed that smaller and more frequent shipments will be made direct from the producer to the consumer. Wholesale grocers in Binghamton and Scranton will probably utilize the service to reach dealers on the route. These country merchants are one in complaining of delay in the freight service.

Or (d) Atlanta, Ga., to Cleveland, Ga., where Inspector L. C. Chance reports:

* * * For the entire distance there is a good farming section; practically all the farmers are white; they have nice homes and well-kept farms. * * * The entire section which it is proposed to serve with motor-truck route is without railroad or other adequate shipping facilities. * * * It is in every respect the best and most promising locality for a fair experiment of a motor proposition that I have seen or know of.

Or (e) Marshall, Mo., to Springfield, Mo., where Inspectors W. L. Noah and R. A. Ward, not members of the committee, but presumably as competent, state:

There is no question as to securing a sufficient amount of business to warrant the establishment of the route. As a matter of fact, it is our opinion that one truck each way would not be able to handle the shipments that will be offered. Furthermore, the establishment of the proposed route, furnishing regular facilities for shipment, would greatly enhance the production of cream, vegetables, and fruit.

Or (f) Indianapolis, Ind., to Columbus, Ohio, where again Inspector Garrigus, a member of the committee, states:

There are many manufacturers of articles suitable for transportation by mail in the cities reached by this route; there are also many wholesalers, bakers, and greenhouse proprietors. These shippers demand, first of all, speedy delivery, next safety in shipment. No market will have to be created for their products. They will find their own markets. Many of them are not at present satisfied with the freight and express service, and they will welcome any means of transportation that will improve existing facilities. While the railroad and electric lines will constitute a formidable opposition, it is my judgment that it will be possible to obtain from the manufacturers and wholesalers a sufficient volume of parcel-post matter, alone, to justify the establishment of this route, at least while war conditions exist.

This report was, furthermore, again examined and approved by Robert H. Barclay, inspector in charge at Cincinnati, Ohio, and now chairman of the committee making report.

Or (g) Dallas, Tex., to Canton, Tex., where S. W. Purdum, now inspector in charge at Washington, D. C., states:

* * * It is my opinion that at least 25 per cent of the handling operations between shipper and consignee could be eliminated if through truck service be provided.

A through motor-truck line as proposed would undoubtedly result in great benefit to the people along the line of travel.

After careful consideration of all the conditions it is believed that the quantity of produce offered for transmission would justify a motor-truck star route to Tyler.

I would suggest operating Government-owned trucks on this route. It is believed that such an arrangement will prove more satisfactory and less expensive.

Or (h) St. Paul, Minn., to Owatonna, Minn., where Inspectors Carl Egge and R. H. Hugdal state:

We believe experimental service over the route during the coming summer would show whether sufficient patronage could be developed to warrant permanent establishment, and we recommend such experiment be made.

Or (i) Scranton, Pa., to Williamsport, Pa., where Inspector George W. Daily says:

It will draw sufficient matter from express and freight shipments to justify its operation; it will also undoubtedly create business when the large nonproducing section (from an agricultural point of view) from Nanticoke to Scranton gets in contact with the producing territory to the south of Nanticoke.

Whereupon, having named definite routes as above, which had been personally and carefully inspected and reviewed and commented upon in laudatory terms by members of the committee and other competent postal inspectors, the committee, to be consistent, should have recommended that several hundred similar experimental routes be established and thus prove beyond peradventure the sincerity of the committee's declaration on page 12 of the report:

That routes conducted in the right locality and strictly in interest of food producers may possibly in time increase output.

And again on page 22 of the report, where it is stated that—

Motor-truck routes, while expensive, have some merit where they traverse sections where not in competition with rail lines.

Failing to do this, the report of the committee creates the distinct impression in my mind that the committee did not intend to use evidence of success of "experiment" to suggest extension of motor-vehicle truck service, but to compile evidence of failures and delinquencies of existing experimental service to confirm a conviction that motor-vehicle truck service should not enter the field of postal activities.

A limited survey of the illustrations used by the committee as evidence of diversion of mails to influence "revenue" or "earnings" discloses, on page 15, that the postmaster at Birmingham, Ala., diverted mail from rail to motor-truck service "which mail was delayed by the process."

This route, in existence only since December 10, 1918, shows daily shipments of mail as follows:

December.	First class.	Second class.	Third class.	Fourth class.
	Lbs. oz.	Pounds.	Pounds.	Pounds.
10.	2 4	8	0	9
12.	1 11	2	0	13
13.	1 8	7	0	23
14.	1 12	5	0	12
16.	4	0	0	2
17.	1 5	0	0	0
18.	5 10	14	0	91
19.	1 15	6	0	32
20.	0	5	0	66
21.	0	2	0	109
24.	0	0	0	77
25.	0	6	0	29
26.	0	5	0	5
27.	0	0	0	13
28.	0	0	0	0
30.	0	0	0	0
31.	0	9	0	45

Thus a very small amount of any important mail could have been delayed and the "revenue" or "earnings" certainly could not have been seriously influenced by such a limited amount on such an extremely experimental service where it is only natural the postmaster, or route agent, could in error interpret the word "dispatch" in instructions issued by this office, even though the same word appears frequently in the Postal Laws and Regulations applicable to the Rural Mail Service (see secs. 768, 779, 781, and 815), has appeared there for years, and is intended to mean dispatch from route to other conveying facilities for improved delivery thereon.

The postmaster at Bloomington, Ind., dispatches mail received in that office up to 3.30 p. m. by truck to the Indianapolis post office on the theory that the truck will arrive at the Indianapolis post office at 8 p. m. as over against the time of trains arrival at the railroad station in Indianapolis, one-fourth mile from the Indianapolis post office, at 8.45 p. m. The net advance in delivery at the Indianapolis post office is at least one hour on all mail that appears at Bloomington, Ind., up to 3.30 p. m. Additional clerical work in the Indianapolis post office is offset by reduced clerical work in the Indianapolis-Effington R. P. O. The improved delivery is evident. The truck is entitled to return for the service performed that results in improvement and the illustration is accepted accordingly.

A particularly interesting illustration is the statement that 80 per cent of the business on the Gettysburg, Pa.-Lancaster, Pa., route was dispatched at Columbia, Pa., to Lancaster, 10.3 miles, "only mail for Lancaster advanced involving few minutes over train service," but, as usual, the committee refers to train arrivals and departures at railroad stations, and ignores additional movements from post office to railroad station, or railroad station to post office, before or after such departure or arrivals, which consume time and cost money, and, in this instance, the committee also fails to state that the "business" includes eggs and fragile parcel post, which the postmaster at Columbia states the patrons desire to ship via motor truck. The patrons' reasons are obvious—less handling—less damage—greater celerity. The committee fails to mention that the Lancaster-Frederick R. P. O. does not traverse many towns served by the truck route and the advance of inter post-office mail on the route is developing not "new business," but improvement of service.

However, comparative schedule illustrations in the report generally compare the arrival and departure of motor truck at or from the post office with the arrival or departure of the train at or from railroad station. It is frequently true that the time of movement from post office to railroad station at point of destination is longer than the time consumed in movement over a considerable distance on the various routes from post office to post office.

It may be asserted that the New York Central Railroad parallels the Baltimore & Ohio Railroad between New York City, N. Y., and Chicago, Ill., because both railroads leave and enter both cities, but it does not necessarily follow that patrons of the Baltimore & Ohio Railroad would have adequate transportation facilities over the New York Central Railroad and auxiliary branch lines and stage coaches tributary to the same if the Baltimore & Ohio Railroad should be abandoned. In similar manner, the motor-vehicle truck route from Cincinnati, Ohio, to Cynthiana, Ky., may be said to

"parallel railroads for entire length" (as stated in Exhibit 45 of the report). While the report on this route mentions Independence, Ky., as not being on R. P. O., it fails to state that five small towns without adequate postal facilities, viz, Nicholson, Pinar, Fiskburg, Antioch, and Kelat, are provided with direct marketing facilities daily to Cincinnati and Danville. A post-route map is attached hereto on which is shown in red the motor-truck route, and the existing railroad is located on the map in the usual way. A casual glance will disclose the inaccuracy of the committee's description. The same method of comparison will show somewhat similar inaccuracies elsewhere in the report, and, if statements remain unchallenged, the assertion that the motor-truck route service parallels existing facilities would mislead anyone not familiar with the actual conditions.

In Exhibit No. 6 and Exhibit No. 17 in re "Motor-truck mail route," Wilmington, Del., to Kennett Square, Pa., and "Motor-truck mail route," Philadelphia, Pa., to Bel Air, Md., under the subdivision entitled Kennett Square is found:

Route has not created new postal business.

The postmaster at Kennett Square, under date of January 15, 1919, states:

* * * The total receipts of this office from January 1, 1917, to December 31, 1917, were \$15,791. The total receipts of this office from January 1, 1918, to December 31, 1918, were \$21,607.50—an increase of \$5,817 over 1917. This is due to the increase in parcel post. I have kept a record of parcel-post matter by auto-truck service since February 12, 1918, to December 31, 1918, and in that time we had 265,385 pounds, the postage amounting to \$5,939.64.

I regret that we are unable to check other inaccurate statements of similar nature.

For special illustration of increased parcel-post matter transported on the first motor vehicle truck route established, now known as Washington-Rock Point-Scotland: November, 1916, \$20,600 pounds; November, 1917, 49,649 pounds; November, 1918, 73,318 pounds.

These statistics indicate a remarkable increase in conveyance of merchandise or foodstuffs.

The method of ascertaining the value of service performed on this route, based upon nine months' actual record (minor errors admitted), follows:

Total gross annual earnings or income	\$96,561.70
Less 33½ per cent war tax, first-class mail	26,152.28
Balance	70,409.42
Less 50 per cent for other postal operations	35,204.71
Balance	35,204.71
Less actual cost of service (minor errors admitted)	14,382.27
Net earnings one year	20,822.44

COMPARATIVE COST MOTOR VEHICLE TRUCK ROUTES WITH COST R. P. O. SERVICE.

It has been impossible within the limited period during which I have reviewed the report of the committee to analyze the calculations of comparative costs of motor truck and Railway Mail Service, but it is fundamental that no one can secure "something for

nothing," and it is reasonable to assume that, if motor vehicle truck service transports a ton of mail matter over 40 miles, it will be less expensive than when a rural carrier, a star-route contractor, a mail messenger, a railroad, and a screen wagon move a ton over a distance of 80 miles with a multiplicity of handling that should certainly make the indirect haul, by numerous agencies over a longer distance, more expensive. For instance, a crate of eggs shipped from patrons domiciled on the route between Doylestown, Pa., and New York, N. Y., would travel 70 miles with two handlings from farm to New York City post office; whereas, if shipped by existing mail facilities, would be conveyed by rural carrier to Doylestown, Pa.; thence by mail messenger to railroad station at Doylestown; thence by R. P. O. to Philadelphia; thence transferred to connection R. P. O. in Philadelphia; thence by R. P. O. to New York railroad station; thence to mailing floor of New York City post office, covering a total distance of about 140 miles, twice the distance covered by the motor truck, and at least three times the number of handlings. This is not an unusual condition, but will appear in many localities, and only competent statisticians could develop the ratio of cost.

The committee concludes that the "report * * * * seeks to correct appearance of enormous earnings that subject may be considered in true light," and as a result of such search declares:

Statistics of earnings, tabulated by Fourth Assistant's office, includes war tax on letter mail, which should not be included. Office of the Fourth Assistant contends that motor-route service has right to consider as earned revenue value of postage on all mail carried, regardless of the service performed. The stated method of computing revenues is not right in reason or acceptable business practice.

The committee may have been misled by incomplete records or inadequate information and may have misunderstood my statement that "it is only fair to set aside a portion of net revenue to defray the expenses of collection at the point of origin of mail matter and the expense of delivery to the point of destination of the mail matter carried," etc. The above statements were nevertheless a reflection upon the honest effort made by this office to ascertain the true value of the service performed, and such conclusions apparently mean that this office attempted to justify the establishment and extension of motor-vehicle truck service by using a method of computing revenues that is not "right in reason or acceptable business practice."

I assert that the motor-vehicle truck routes performed a service in the carriage of mail—whether first, second, third, or fourth class—and whether they did so in every instance with superior or inferior facility, properly or improperly, the mail was none the less carried, and the total postage paid thereon must necessarily be the basis upon which to ascertain the value of the service performed.

The committee asserts, on page 18 of the report:

Only postage on "new business" created by establishment of motor-truck service, and postage on mail matter from post offices supplied exclusively by the routes, should be considered even as theoretical revenues, to compare with costs and to arrive at the value of the service.

And then on page 15 that—

It is not possible to segregate the "new business" acquired—what may be termed legitimate earnings, etc.

Without attempting to reconcile these striking inconsistencies, I assert that the motor-vehicle truck routes performed a service in the carriage of mail of all classes and whether they did so in every instance with superior or inferior facility, properly, or improperly, the mail was none the less carried, and the total postage paid thereon must necessarily be the basis upon which to compute the value of the service performed, and the method I pursue follows:

Total postage	\$
Less war tax on first class mail	-----
Balance	
Less per cent due other postal operation	-----
Balance	
Less actual cost of service	-----
Balance representing value of service	

Whereupon I submitted the conflicting views of the committee and of this bureau, with a copy of the report, to five expert accountants, recognized as qualified by the Treasury Department, by whom they are employed, and, for your information, I quote their statements:

TREASURY DEPARTMENT,
Washington, January 21, 1919.

Hon. JAMES I. BLAKELEE,
Fourth Assistant Postmaster General.

SIR: In connection with our conference with you on January 20, during which you submitted for our opinion as accountants, the problem of determining the income properly attributable to the motor-vehicle truck service of the Post Office Department, we beg to say that we have examined the evidence submitted covering the two divergent views as to how this income should be arrived at.

Summarized, the above views are as follows:

First view: That the earnings of the motor-truck service should be limited to (a) Postage on "new business" created by the service; (b) postage arising from increased production of foodstuffs solely and directly the result of superior transportation facilities offered; (c) postage resulting from unsatisfactory express service.

Second view: That the earnings of the motor-truck service are properly arrived at in the following manner:

(a) Gross income represented by the total value of all postage carried	\$
Less:	
(b) Amount of war tax included in such postage	\$-----
(c) A proper allowance to represent the value of service performed before postage matter is taken over by the motor-truck service	-----
(d) A proper allowance to represent the value of service performed after postage is delivered by motor-truck service	-----
(e) Actual cost of operation including direct and overhead costs	-----
Total deductions	
Balance representing the profit or loss arising from the motor-truck service	

Comparing the two methods above set forth from an accounting standpoint it is clear that the second method is substantially correct, but it should be borne in mind, however, that our opinion thus expressed is based only upon the

facts submitted and not on an examination of the functions of the motor vehicle truck service in the light of its connection with the Post Office Department as a whole.

Respectfully,

D. E. TOWNSEND.
CHARLES C. FUCHS.
DONALD ARTHUR.
P. L. CRAWFORD.

I concur in the above opinion.

L. M. BARTLETT,
Expert Accountant, Auditor, Post Office Department

Consequently, the total or gross postage on all mail carried is the earnings or revenue of the route and, totaled for the number of routes, is the earnings of the motor vehicle truck service.

Whatever we may do with the earnings in allowances to other postal operations, for participating service performed, does not alter the earnings.

The percentage of allowance to other operations may be questioned, but that does not affect the earnings.

This office sincerely endeavors to be extremely liberal in allowance for other operations; our liberality has nothing to do with earnings.

The increase in earnings is the only safe guide as to value of service performed. Reduction in earnings indicates service is not as valuable as competing service, whether performed in or out of the postal establishment.

The gross earnings on postal matter treated or transported are the only reliable basis upon which to calculate the value of any postal function (even Rural Delivery or Railway Mail Service).

I am convinced that this office is entitled to an apology from the committee.

I recommend that this same committee, having revised their fallacious method of accounting, now so familiar with the experimental motor vehicle truck service, be retained in Washington to cooperate with the Bureau of the Fourth Assistant in locating several hundred experimental "motor truck mail routes" similar to route Washington, D. C.-Rock Point, Md.-Scotland, Md., and to inspect, examine, and review the proposed locations and the performance of service thereon, and thus sustain the contention of the Fourth Assistant before the Committee on Post Offices and Post Roads of the House of Representatives, that there are "six hundred" localities in the United States where such service would conserve food and facilitate the collection and delivery thereof from producer to consumer.

Very respectfully,

JAMES I. BLAKSLEE,
Fourth Assistant.

COMMENTS BY TWO MEMBERS OF THE COMMITTEE ON THE
ANSWER OF THE FOURTH ASSISTANT.

JANUARY 24, 1919.

The CHIEF INSPECTOR:

On January 22, 1919, the Fourth Assistant addressed to the Postmaster General a letter commenting on a report submitted to you January 14 by a committee of inspectors investigating motor vehicle truck mail route service. As directed, response to the said letter is here presented.

It is intimated by the Fourth Assistant that we did not in our report of January 14 extend sufficient recognition to the fact that the service under discussion is in an experimental stage; that we used the word "experiment" but twice in our report. We did not fail to present the service in its true light; and if we did not often repeat a word or statement emphasizing its status, it was because that status is clearly patent and further disclosed in the Postmaster General's stated desire to know "whether it is a wise policy to extend this character of service."

It is not consistent or correct to say that we seek to "confine the availability of the motor vehicle truck service solely to the conveyance of food," or limit its revenues and earnings to income arising only from increased production of food. We give the routes full credit for any sort of material service performed; but we do say that the contemplated, primary, and proper purpose of these routes, the declared and only reason for their being, is experimental development of "conservation of food products, facilitating the collection and delivery thereof from producer to consumer, and delivery of articles necessary in the production of such food products to the producer," and we assert that the purpose has not been adhered to as closely as possible, and that schedules of the routes have been selected for competitive mail carrying rather than for promotion and fulfillment of the original aim and intent of the Postmaster General and of Congress.

Our comment on the apparent fact that the motor routes have created some new postal business at a few places was for the purpose of giving full credit for what we have been able to discover in that direction. The further comment concerning large mail shipments on holidays and other special occasions, to the effect that such shipments can not be accepted as indicative of average business, was to meet statements such as: "This route is now operated with a 2-ton truck, and on November 28 three vehicles were required in order that the amount of fourth-class parcel-post matter, principally foodstuffs, could be conveyed," and "at this time, after four years of operation, that route carries in about 2 tons a day," etc. Such statements do not embrace the entire situation. There are no routes conducting such business regularly. There was no unfair omission of statement that beneficiaries of these special shipments, or such parts as constituted food, saved money on their purchases; in fact, we clearly set forth in

our report that certain postal employees and others are by special arrangement, permanent or otherwise, as time may prove, saving or evading a part of the equivalent of middlemen's fees. The Fourth Assistant stated before the House committee that "this talk about wiping out the middlemen is all 'bull.'"

We suggested in our report retention of a few motor-truck routes for experimentation, and stated that the limit set upon our time prevented preparation of data as to specific routes. It will require extended research and continuous accumulation of much statistical data to determine the propriety of permanently retaining even such few routes as may be selected for experimentation.

After repeatedly stating that the motor-truck service is in an experimental stage, and after establishing, testing, changing, rearranging, and discontinuing various routes it is unreasonable for the Fourth Assistant to place such onus and stress of responsibility as he does upon inspectors and inspectors in charge for favorable reports, months ago, concerning establishment of a few proposed routes. Many such propositions were returned with adverse reports and recommendations. Out of the mass, nine favorable reports, as stated by the Fourth Assistant, were made by inspectors in different parts of the country. We knew well that the Postmaster General was deeply interested in what was termed the "farm-to-table" movement, and had secured an appropriation to test out its possibilities. Every inspector desired to cooperate to the utmost with his superior officer, and to that end such proposed routes as presented the best and most promising possibilities were recommended for trial. Being unaware of the intention of the Fourth Assistant to establish routes without preliminary investigation by inspectors, it was logically concluded that if some favorable reports were not made the proposed service would never have a trial. Since, generally speaking, many of the sixty-odd routes in operation are not proving successful, there is no inconsistency in our now recommending a radical weeding out process.

It is true that we do not use "such evidence of success of experiment" as we find nor previous "laudatory comment" as warrant for recommending that "several hundred similar experimental routes be established;" nor is such recommendation at all necessary to sustain the sincerity and consistency of our general statement "that routes conducted in the right locality and strictly in interest of food producers may possibly in time increase output," and that "motor-truck routes, while expensive, have some merit where they traverse sections where not in competition with rail lines." These are general statements; any sort of a mail route, operating anywhere hourly, or every 10 minutes, would please and probably benefit some patrons, but that is beside the question.

We certainly did not, or does our report afford reason to believe that we set out to "compile evidence of failures and delinquencies of existing experimental service to confirm a conviction that motor vehicle truck service should not enter the field of postal activities." The habit of mind of an experienced inspector is to acquire facts before forming conclusions. Ten competent inspectors, wholly agreed, can not be wrong in a mail-service proposition. The statement of the Fourth Assistant before the House committee that the corps of inspectors selected by their chief for this important work

would be "influenced by their personal attitude toward an innovation that possibly did not originate with Benjamin Franklin," is not the statement of a person familiar with the traditions of this service. What we have sought in one section of our report is to overcome the tendency of the motor-truck service to revert to the practices of Benjamin Franklin by dumping mail into "distributing post offices" to suffer delays which we have long since provided against with railway post offices making distribution of mail while it is in motion. We are not opposed to the motor-truck service "entering the field of postal activities" within its proper sphere, but we are opposed to vast expenditure to give this service the appearance of a necessary adjunct to present competent mail transportation facilities, particularly where it essays to enter the field of competition with the cheaper and more expensive rail service in use or available.

We concede that probably not a great amount of mail on the particular route at Birmingham, Ala., was carried and therefore delayed through following the instructions of the Fourth Assistant that "mail of all classes that can thereby be advanced either in delivery or dispatch" be diverted to the motor truck. The route seems to have small business and probably should not have been established. But delay is delay, and the improper instructions, never corrected, also had effect elsewhere, and very seriously, as we have shown. Many instances, not only of postmasters acting voluntarily upon these instructions, but of agents from the Fourth Assistant's office specifically communicating them, are cited in our report.

Mention is made in the Fourth Assistant's letter that mail dispatched to the motor-vehicle truck route by the post office at Bloomington, Ind., reaches Indianapolis, Ind., at 8 p. m., or 45 minutes earlier than it would if given to the Indianapolis & Effingham R. P. O., train 324, which arrives at the depot at Indianapolis at 8.45 p. m. It is stated that whereas the truck delivers the mail direct to the post office, the train delivers it at the depot, thus necessitating additional handling and loss of time in transporting it to the post office, and consequently, when given to the truck, delivery in Indianapolis is advanced at least one hour.

The situation above mentioned is well set out in our report. At least 70 per cent of the mail mentioned is transit—that is, it is for points beyond Indianapolis—and must be dispatched to rail service at that place. While the 30 per cent intended for delivery at Indianapolis would not have to be transported from the depot to the post office if given to the truck at Bloomington, the rest would have to go through the general process of distribution at the Indianapolis office and then be transported to the depot for connection with trains. While there would be a saving in the handling of the one part, there would be an increased handling of the other and greater part, as, were it given to the train at Bloomington, it would be handled directly to other trains at the depot. Train 320 in the Indianapolis & Effingham R. P. O. pouches on Pittsburgh & St. Louis R. P. O. train 144 at the depot, the latter train departing at 10.10 p. m. This is the principal connection for all eastern mail at this hour.

When this mail in a mixed and unworked condition is carried into the post office by the truck at a busy hour there is grave doubt as to whether there is time for it to pass through the process of distribution

and be tied out and transported to the depot for this connection, even were the truck on schedule. The trip reports for December show that, due to the lateness of the truck, this connection was missed on nine different dates. The advance of one hour in delivery of the Indianapolis mail when sent by truck is only theoretical, as deliveries are not made after 8 p. m. Business houses are closed and few box holders call for mail at that hour. Mail arriving in the train mentioned will be distributed and ready for delivery the following morning along with that arriving by truck. It will, therefore, be seen that in determining the service value of this motor-vehicle route we were correct in holding that practically no advantage was gained through its use as related to dispatches of mail from Bloomington, Ind.

Mention is also made of several other instances in connection with which we referred to the time of the arrival of the train at the depot in comparison with the time of the arrival of the truck at the post office, the claim being that we did not give due credit for the relief from handling the mail between the depot and the post office when it was sent by train. This subject is fully and comprehensively treated on pages 51, 52, and 53 of our report. Throughout the report we have given credit for whatever advantage the motor-truck routes offered in this respect, but in this connection it was necessary to show also that the greater portion of the mail collected on any route is transit and that this transit mail must receive further handling by rail, and consequently must be transported to railway depots from offices to which it is delivered by the motor-truck vehicle service. The truck has the advantage in the matter of handlings as related to "direct" mail, whereas the R. P. O. service has the advantage as related to "transit" mail, which is much greater in quantity. The possibility of delay to transit mail is far greater when it is dispatched to the truck than it would be were it dispatched to trains.

In the last paragraph on page 10, and on page 11, of the Fourth Assistant's letter exception is taken to representations in our report concerning parallel service as related to the Cincinnati-Cynthiana motor-vehicle truck route. The subject of parallel service, as related to this route, was given special attention in a report appearing as Exhibit 68-B, in which we stated:

From a Postal Service standpoint this route substantially parallels the Louisville & Nashville Railway, over which the Cincinnati and Knoxville R. P. O. operates.

This was immediately followed by the statement that Independence was the only office reached by the truck that did not have ample R. P. O. facilities.

The five points mentioned in the letter as towns are mere villages not having post offices. They are supplied by rural routes emanating from rail points, and consequently have reasonable direct connection with Cincinnati. Mail collected during the day by rural routes reaches that point in the evening. It will, therefore, appear that reasonably adequate mail facilities were already provided these villages.

Examination of the trip reports of the motor service for November shows that not a single stop was made during that month at either Nicholson, Pinor, or Vicksburg to pick up mail in either direction. The names of other two villages mentioned do not appear in the trip

reports. The record for November shows that on the 25th one parcel on which 9 cents postage was paid, and on the 26th one parcel on which 54 cents postage was paid, were picked up en route. From this it will be seen that practically no business is transacted except at post offices, as stated in the report. The driver stated that it was very seldom that he stopped en route.

The statement that this route from a Postal Service standpoint parallels the R. P. O. named is correct. It reaches no post offices not supplied by R. P. O. service except Independence, as stated. The train schedules offer better dispatch than the motor route for all offices except Independence. The fact that the route traverses a road which is from one to five miles from the railway at various points offers no controversion to the statement that from a service point of view it substantially parallels the railway.

We are, by implication, charged with making "inaccurate statements" concerning "new business" created by motor routes, particularly as to the situation in Kennett Square, Pa. The postmaster at that office wrote us, "Route (Wilmington-Kennett Square) has not created new postal business. Route (Philadelphia-Bel Air) very little new business created." Our attention is invited to the fact that during the calendar year 1918 the gross receipts of the Kennett Square post office increased \$5,187. This increase may logically be ascribed to the war tax, which was not imposed until the latter part of 1917. The postmaster advises further that for the year 1918 postage on parcel-post matter sent by motor truck was \$5,939.64, or \$494.97 per month, for the transportation of which there are routes running in three directions from Kennett Square.

The tabulated illustration of "net earnings, one year, \$20,822.44," claimed for the Washington-Scotland route goes back to the question of claiming as revenue the postage on mail carried. It does not seem necessary to say here on that subject more than has already been said elsewhere. It has also been clearly enough demonstrated in our main report that motor-truck routes do not contribute 50 per cent in general, or anything approaching that percentage of service in the handling, distributing, delivering, and transporting of mail from the time it is deposited in one part of the country until it reaches final destination in another.

The Fourth Assistant says that only competent statisticians could develop the exact ratio of cost of handling mail by different agencies of transportation, and we may add that the calculation can not be made until we know how far an average piece of mail travels; but we have for a working basis the demonstrated fact that a ton and a half of mail costs at least 18 cents to haul by motor truck 1 mile, while the cost by rail is less than 2 cents. As against the cited "indirect cost" attending the handling of a piece of mail between Doylestown, Pa., and New York, N. Y., by motor truck, we have shown in our report that a piece of mail from Louisville, Ky., to Chicago, Ill., would if transported by motor truck be "handled" 13 times; if by rail, 7 times. This should serve as a good example for average distance.

Our statements concerning the system used for showing enormous profits for motor routes, concluding with the declaration, "the stated method of computing revenues is not right in reason or ac-

ceptible business practice," is not an intentional "reflection upon the honest effort" of the Fourth Assistant's office. It is not a reflection upon the honesty of any person. It is a plain business statement and one that any business establishment pursuing mistaken methods would cheerfully accept from competent authority.

There is no inconsistency in the two quoted paragraphs of our report concerning "new business" created by motor truck mail service. We define "new business" and admit that it can not from present available information be segregated to show its proportion in the earnings; that is, show in dollars and cents, as total "earnings" are shown. But this new business is comparatively small.

The committee of experts employed by the Fourth Assistant to consider the "two divergent views as to how this income should be arrived at" admit that they do not understand the functions of the motor-truck service, and we may safely venture to say that they do not understand the processes by which the Post Office Department gets its revenues, else they would not say that a thousand dollars worth of postage stamps sold for Post Office Department revenue could be credited again as revenue earned by the transportation agent carrying these stamps on mail matter. We deny that a mail-trans- porting agency can create revenue in such manner, admitting that it is permissible practice to consider the volume of mail carried to isolated communities, the volume of mail taken over from private carrying concerns, and even the cost of superseded routes to determine whether service shall be established and in what frequency.

It will be observed that of the recorded revenue of motor-truck service for July, August, September, and October, by far the greater portion is represented by postage on matter weighed as of the first class, postage being computed at \$1.50 per pound.

The recorded value of postage on each class and the percentage of the whole represented by each class is as follows:

	Amount.	Percent.
First class.....	\$338,059	82.6
Second and third.....	7,495	1.8
Fourth class.....	63,785	15.65
Total.....	409,339	100.00

A personal investigation of each of the routes concerned in the above summary shows that practically all the service performed, as related to first, second, and third class mail and to the greater portion of the fourth class, concerned mail already in existence and for which reasonably efficient service was previously given by other means. The transportation of this mail was originally well provided for through established postal agencies. In providing such service a reasonable balance had been reached as between what might be regarded as perfect service on the one hand and extravagant on the other. No service could be absolutely perfect without it were enormously extravagant. Commendable effort has been made within the past few years to fully meet the service needs of the public and at the same time guard against unnecessary waste brought about by the establishment of excessive and expensive service in certain localities

in the past. The existing service, equitably distributed and economically operated, was capable of expansion at a reasonable cost to meet the increased needs of almost any community.

We have shown the remarkable methods employed in determining revenue when equitably compared with the measure of service given. It is shown that a large portion of the revenue recorded related to mail, mostly of the first class, that was carried for short distances from large offices to stations thereof and to near-by cities. This mail had experienced all the service movements necessary to its collection at distant points, its distribution at initial offices, its transportation over various distances by rail, and its distribution while in transit until its final tieout had been made preparatory for its delivery to the office of address. The motor truck received it at some stage of its movement and carried it but a short distance.

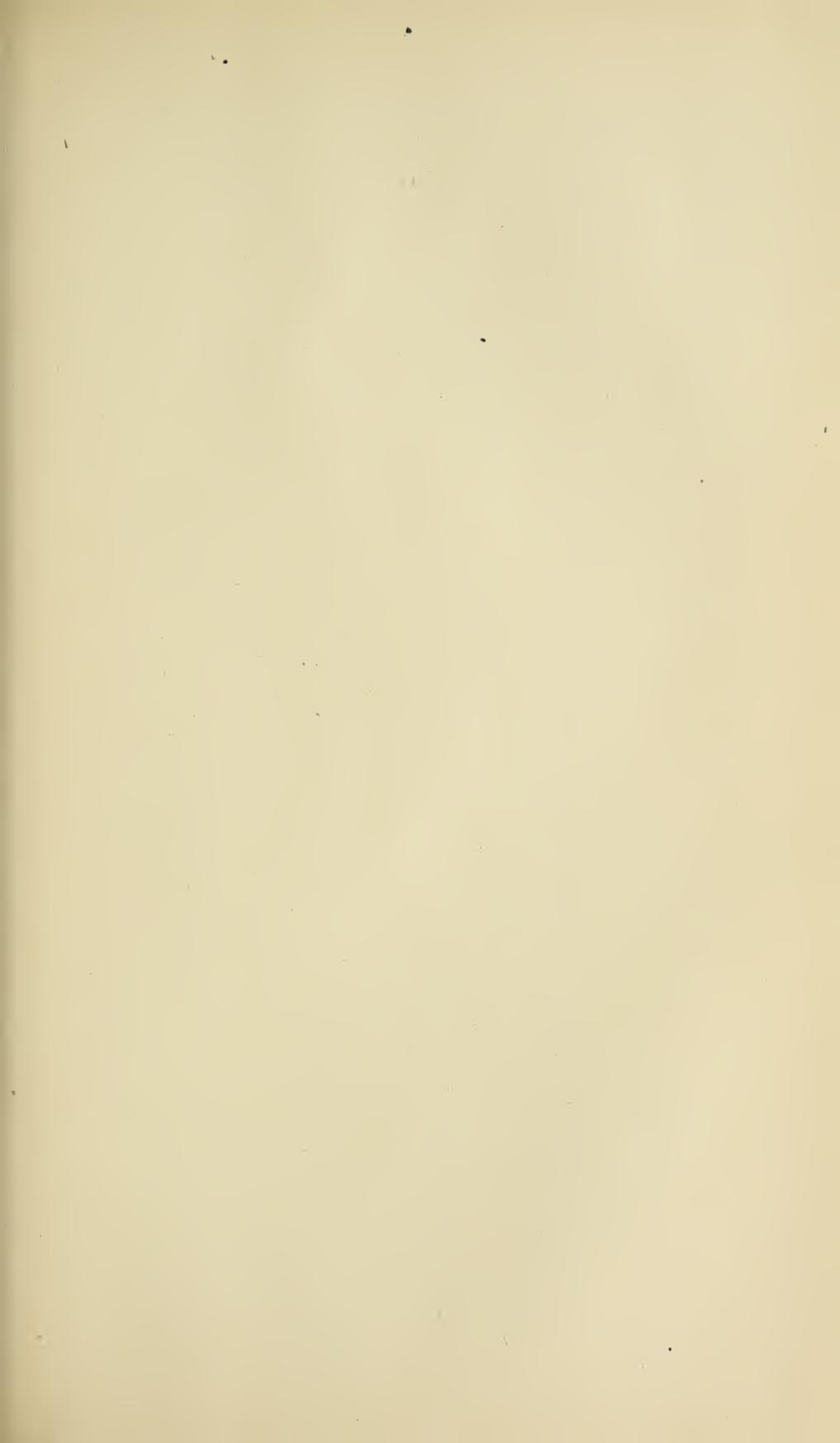
In view of these facts the motor-vehicle truck service is entitled to practically no revenue credit for handling that part of the mail above referred to. This credit should not exceed the cost of equally as good service by other means. To this may be added the value of the service given a very small per cent of mail of the first, second, and third class and that portion of the fourth class not previously so well provided for, and new business created. It would be impossible to correctly estimate these percentages. It is certainly clear that even under a most liberal deduction the value of the service rendered by the motor-truck vehicle is vastly less than its cost.

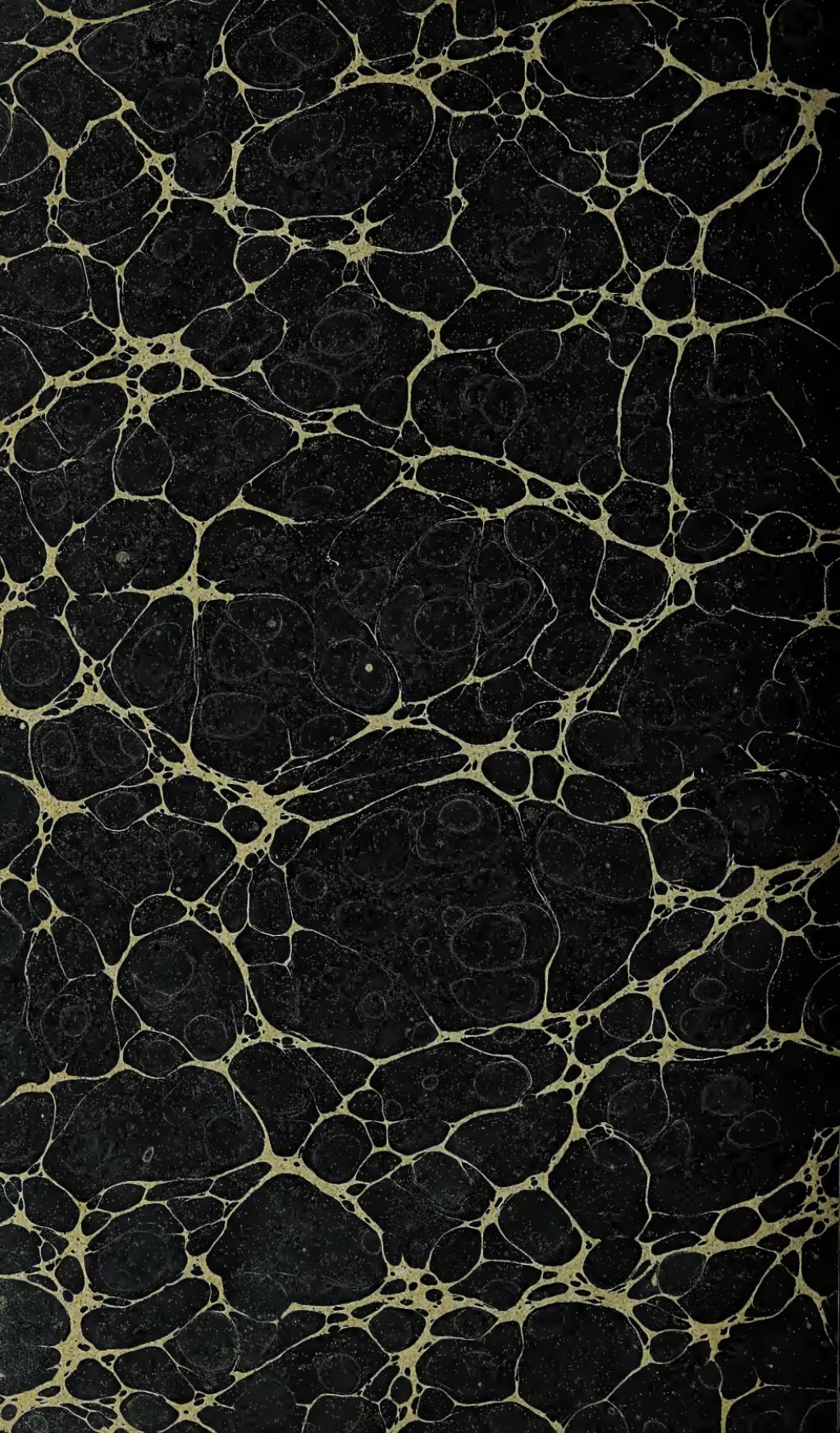
It was from paragraphs in our report in which this very service value was being discussed that the committee of expert accountants borrowed the quotations which they assume to be our view or plan of determining earnings. The committee states that they examined the evidence submitted covering the two divergent views as to income. The facts as above related were substantially before them. We were not discussing earnings, but were discussing relative costs and relative values of the various features of the service, as a full reading of the paragraph from which the quotation is taken will show, while their view relates to income and earnings.

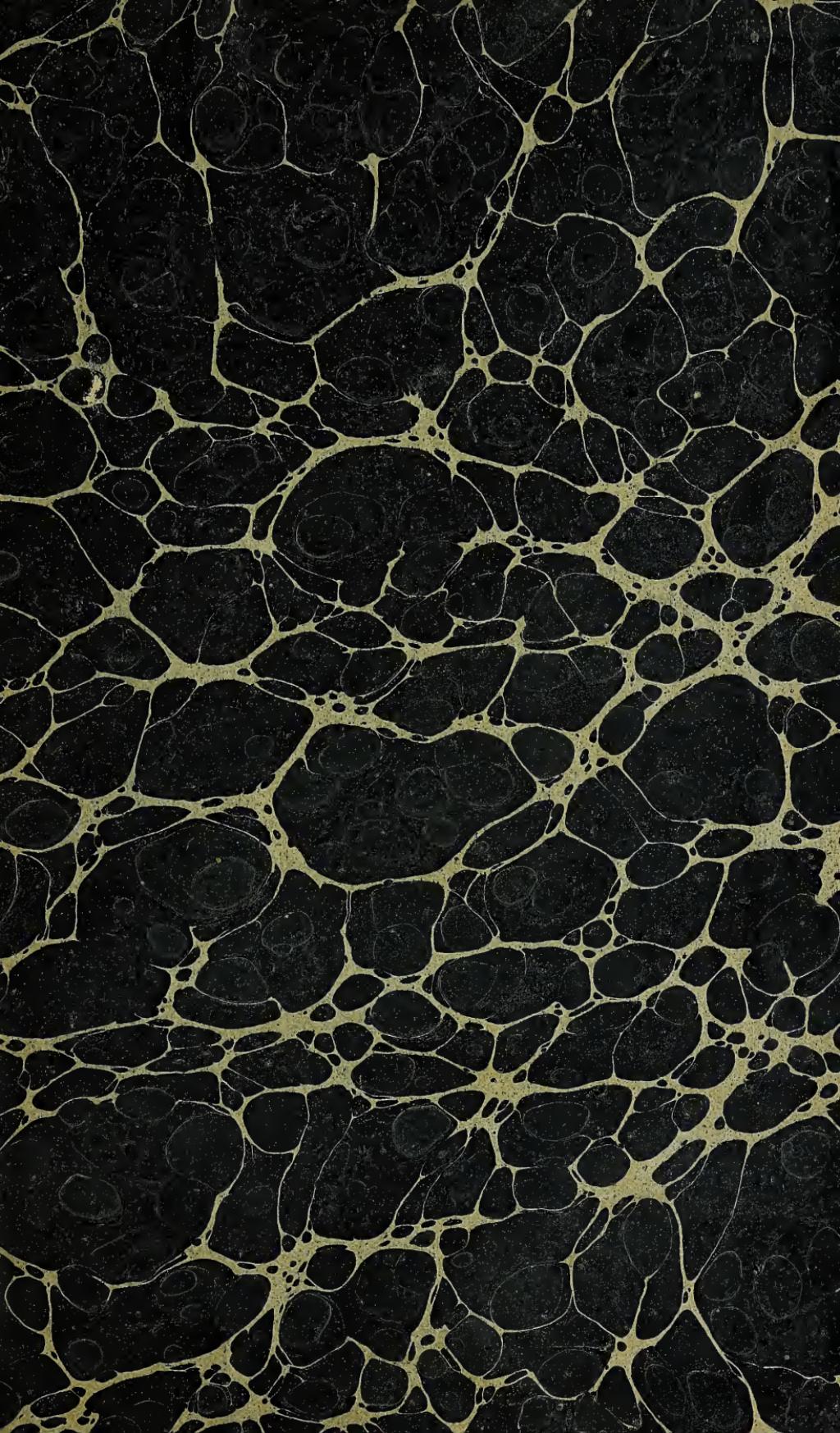
They state that a proper allowance should be made for service contributed both before and after the mail was handled by the truck. We have also so stated, but the difference in opinion is as to what this proper allowance should be. They do not enter into the question of what the service performed by the truck would cost by other means, which certainly has a bearing upon the question we are called upon to decide.

ROBERT BARCLAY,
Inspector in Charge.
G. B. MILLER,
Post Office Inspector.









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